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No. 22,181 號壹拾捌百壹仟貳萬式第 日七拾月柒年己己 HONG KONG, WEDNESDAY, AUGUST 21, 1929. 叁拜禮 日壹廿月捌年九廿百九仟壹英 PRICE: \$3 PER MONTH

KOWLOON-CANTON RAILWAY. TIME-TABLE.

On and after April 4th, 1929, until further Notice (all previous
Time Tables cancelled.)

UP TRAINS

STATIONS	No. 1 A.M.	No. 2 A.M.	No. 3 A.M.	No. 4 A.M.	No. 5 A.M.	No. 6 A.M.	No. 7 A.M.	No. 8 A.M.	No. 9 A.M.	No. 10 A.M.	No. 11 A.M.	No. 12 P.M.	No. 1 P.M.	No. 2 P.M.	No. 3 P.M.	No. 4 P.M.	No. 5 P.M.	No. 6 P.M.	No. 7 P.M.	No. 8 P.M.	No. 9 P.M.	No. 10 P.M.	No. 11 P.M.	No. 12 P.M.
Kowloon Dep.	6.40	8.05	9.30	10.55	12.10	1.35	3.00	4.25	5.50	7.15	8.40	10.05	11.30	12.55	2.20	3.45	5.10	6.35	8.00	9.25	10.50	12.15	1.40	3.05
Yau Ma Tei Dep.	6.45	8.10	9.35	11.00	12.15	1.40	3.05	4.30	5.55	7.20	8.45	10.10	11.35	13.00	2.25	3.50	5.15	6.40	8.05	9.30	10.55	12.20	1.45	3.10
Shatin Dep.	7.01	8.26	9.51	11.16	12.31	1.56	3.21	4.46	6.11	7.36	8.61	9.86	11.11	12.36	2.61	3.86	5.11	6.36	7.61	8.86	10.11	11.36	13.01	2.26
Tai Po Dep.	7.15	8.40	10.05	11.30	12.45	2.10	3.35	4.60	5.85	7.10	8.35	9.60	10.85	12.10	2.35	3.60	4.85	6.10	7.35	8.60	9.85	11.10	12.35	2.60
Tai Po Market Dep.	7.26	8.51	10.16	11.41	12.56	2.21	3.46	4.71	5.96	7.21	8.46	9.71	10.96	12.21	2.46	3.71	4.96	6.21	7.46	8.71	9.96	11.21	12.46	2.71
Fauling Dep.	7.30	8.55	10.20	11.45	13.00	2.25	3.50	5.05	6.30	7.55	8.80	10.05	11.30	12.55	2.50	4.05	5.30	6.55	8.10	9.35	10.60	11.85	13.10	2.85
Shung Shui Dep.	7.31	8.56	10.21	11.46	13.01	2.26	3.51	5.06	6.31	7.56	8.81	10.06	11.31	12.56	2.51	4.06	5.31	6.56	8.11	9.36	10.61	11.86	13.11	2.86
Shun-chu Arr.	7.41	9.06	10.31	11.56	13.11	2.36	3.61	4.86	6.11	7.36	8.61	9.86	11.11	12.36	2.61	3.86	5.11	6.36	7.61	8.86	10.11	11.36	12.61	3.11
Canton Arr.	12.05	1.30	2.55	4.10	5.25	6.40	7.55	9.10	10.25	11.40	12.55	2.10	3.25	4.40	5.55	6.70	7.85	9.00	10.15	11.30	12.45	2.00	3.15	4.30

DOWN TRAINS

STATIONS	No. 1 A.M.	No. 2 A.M.	No. 3 A.M.	No. 4 A.M.	No. 5 A.M.	No. 6 A.M.	No. 7 A.M.	No. 8 A.M.	No. 9 A.M.	No. 10 A.M.	No. 11 A.M.	No. 12 P.M.	No. 1 P.M.	No. 2 P.M.	No. 3 P.M.	No. 4 P.M.	No. 5 P.M.	No. 6 P.M.	No. 7 P.M.	No. 8 P.M.	No. 9 P.M.	No. 10 P.M.	No. 11 P.M.	No. 12 P.M.
Canton Dep.	—	—	—	8.10	—	—	—	—	—	—	—	—	8.25	—	—	—	—	—	—	—	—	—	—	—
Shun-chu Dep.	7.17	8.42	10.07	11.32	12.57	2.22	3.47	5.02	6.27	7.52	9.07	10.32	11.57	13.22	2.47	4.02	5.27	6.52	8.17	9.42	10.67	11.92	13.17	2.42
Shung Shui Dep.	7.23	8.48	10.13	11.38	13.03	2.28	3.53	5.08	6.33	7.58	9.13	10.38	11.63	12.88	2.53	4.08	5.33	6.58	8.23	9.48	10.73	11.98	13.23	2.48
Fauling Dep.	7.30	8.55	10.20	11.45	13.10	2.35	4.00	5.15	6.40	7.65	8.90	10.15	11.40	12.65	2.60	4.15	5.40	6.65	7.90	9.15	10.40	11.65	12.90	2.55
Tai Po Market Dep.	7.40	9.05	10.30	11.55	13.20	2.45	4.10	5.35	6.60	7.85	9.10	10.35	11.60	12.85	2.70	4.25	5.50	6.75	8.00	9.25	10.50	11.75	13.00	2.65
Tai Po Dep.	7.44	9.09	10.34	11.59	13.24	2.49	4.14	5.39	6.64	7.89	9.14	10.39	11.64	12.89	2.74	4.29	5.54	6.79	8.04	9.29	10.54	11.79	13.04	2.74
Shatin Dep.	7.57	9.22	10.47	12.12	13.37	2.62	4.27	5.52	6.77	8.02	9.27	10.52	11.77	13.02	2.87	4.42	5.67	6.92	8.17	9.42	10.67	11.92	13.17	2.87
Yau Ma Tei Dep.	8.11	9.36	11.01	12.26	13.51	2.82	4.47	5.72	6.97	8.22	9.47	10.72	11.97	13.22	2.97	4.52	5.77	7.02	8.27	9.52	10.77	12.02	13.27	2.97
Kowloon Arr.	8.17	9.42	11.07	12.32	13.57	2.88	4.53	5.78	7.03	8.28	9.53	10.78	12.03	13.28	3.03	4.58	5.83	7.08	8.33	9.58	10.83	12.08	13.33	3.03

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(Sundays Excepted)
4.00 P.M. "SUI AN" do. (Sundays Excepted)

From Macao:
8.00 A.M. "SUI AN" (Sundays Excepted)
2.00 P.M. "SUI TAI" (Sundays Excepted)

EXCURSION TO MACAO:—

On SUNDAY, 25th AUGUST.

S.S. "SUI TAI"

Will depart from the Company's Wing Lok Street Wharf at 9 A.M., and
From Macao at 5.00 P.M.

RAPID RECONSTRUCTION OF WESTPHALIA.

SMALL VILLAGES GROWING INTO BIG TOWNS.

GERMANY'S NEW CODE OF CRIMINAL LAWS.

A SPECIAL LETTER FROM BERLIN.

[United Press.]

Berlin.—The outlines of the
largest city in the world are seen
emerging in the Westphalian indus-
trial area where about a dozen big
towns almost border on each other,
gradually eating up farming land
as they grow. The growth of some
of these mining and manufacturing
centres has been phenomenal and
has been exceeded only by the
development of such American
towns as Detroit, Chicago or Los
Angeles.

Recklinghausen, Essen, Obernau-
sen, Remscheid, Hamborn, Duisburg
were small villages a hundred years
ago; now they have from one to
five hundred thousand inhabitants.
This development has been particu-
larly pronounced in the "smoke
belt" in the Ruhr valley between
Duisburg and Bochum, along a
stretch of about twenty miles long.
Green land is already scarce in this
region where smoke stacks line the
horizon. According to statisticians,
the whole region will grow into one
industrial unit in some decades,
having about fifteen millions of
inhabitants.

Independent Administration.

Many cities in this industrial
area have already absorbed sur-
rounding villages, whose adminis-
tration, however, has remained in-
dependent. Now, in order to make
administration more efficient, the
government has set up a plan for
simplifying the whole urban system
of the industrial area. Under this
plan many independent towns will
be incorporated with cities with
which they in fact already are
united.

The first action of this kind will
be the merging into one of the twin
towns Elberfeld and Barmen. For
decades it has taken an expert to
say where Barmen ended and
Elberfeld began; yet both cities
have clung to their independence.
All attempts at uniting them were
thwarted by the resistance of the
citizens of the two towns.

Recently however the Prussian
Diet voted a bill uniting Elberfeld

with Barmen. This event pre-
cipitated the local "revolution" in
Barmen. It is true, that no bar-
ricades were built, nor were any
windows broken; but the local
branch of the Catholic Centrum
party which is the strongest party
in Barmen passed a resolution con-
demning the deputies of the same
party sitting in the Diet who voted
for the union of the two towns.

Flags Half-Masted.

The Prussian Diet decided, at the
same time that the town Hamborn,
a manufacturing centre whose de-
velopment has primarily been due
to the growth of the Thyssen Works,
shall be incorporated with Duis-
burg. The announcement caused
an outburst of rage in Hamborn.
All coalpits half-masted their flags;
the Thyssen works even flew a black
flag. Furthermore, the street cars
of the city stopped for five minutes
as a protest against the decision.

The electric current was turned off,
and work ceased in many work-
shops. Crowds gathered in the
streets and angry comments on the
government's plan were uttered.
To judge by the evidence furnish-
ed by these events, the creation of
the giant "City of the Ruhr" may
not, after all, be such an easy job
as the statisticians dreamed it
would be.

Dr. Werthauer's Code.

A parliamentary committee is
busy framing a new criminal code
for Germany. To this committee,
a young jurist, Dr. Johannes
Werthauer, submitted the text of
a proposed criminal code which re-
presents a bold attempt at simplifying
criminal law on the Russian
model. Dr. Werthauer's code only
contains 21 paragraphs, instead of
the 413 contemplated by the com-
mittee.

The "simplified code" of Dr.
Werthauer is based, like the Russian
criminal code promulgated this year,
on the idea of the protection of
society. It discards the notions of
"offence" and "crime" which are
essential for traditional German

criminal law. All punitive mea-
sures are simply intended to pro-
tect society. Dr. Werthauer's code
does not state whether an action
is wrong in itself or a "crime";
it simply defines a certain kind of
conduct as "dangerous for society,"
and orders the removal of danger-
ous elements from human society
for a certain period.

The maximum duration of deten-
tion is five years. This punishment
awaits those who "declare war on
another country without constitu-
tional justification," as well as
those who make propaganda for
war at meetings or in writing, force
a German to enter into the army or
publish writings which directly or
indirectly advocate war. The
maximum penalty is threatened
against those who keep munitions
or organize armed bands.

Monarchist Agitation.

Monarchist agitation also entails
the maximum penalty. All the
common offences—thief, murder, etc.—
are dealt with in one single
article. A certain number of
crimes—mostly those falling within
the moral sphere—are expressly dis-
regarded and go without penalty.
Besides the maximum penalty,
which is named "Penalty A," the
code provides two degrees of lighter
sentences for lesser offences, called
Penalties B and C. The duration
of B is from one to five years, that
of C from one day to one year.

Fines are not imposed under the
Werthauer code.
The code also does away with
oaths. The author remarks that
"oaths are nothing but a soporific
helping judges conceal their in-
capacity to find out the truth."

The new German criminal code,
of course, will be very different
from Dr. Werthauer's suggestion,
but the latter is characteristic of
the attitude of the younger genera-
tion which resents the "bureaucra-
tic" elaborateness of the existing
criminal code and wishes to sim-
plify the legal "don't" which have
such a profound effect on every-
body's private life.

Diary of Coming Events.

To-day.
(August 21.)
Water Polo: K.O.S.B. "B" v.
Kowloon "B" V.R.C., 5.30 p.m.
Queen's Theatre: "The Girl from
Chicago."
World Theatre: "Bevel of
Graustark."
Star Theatre: "The Untamed
Lady."
Dinner Dances: H.K. Hotel, and
Peninsula Hotel, 8.30 p.m.
Tides:—High: 9.35 a.m. and 11.04
p.m.; Low: 3.10 a.m. and 4.45 p.m.
European Mails:—Outward:
Europe via Vancouver, B.C. (Emp.
of Russia), 10 a.m.; Europe via
Marseilles (Achilles), 2.30 p.m.
Thursday.
(August 22.)
Queen's Theatre: "Four Walls."
World Theatre: "Red Lips."
Star Theatre: "Gigolo."
Dinner Dances: H.K. Hotel, and
Peninsula Hotel, 8.30 p.m.
Tides:—High: 10.09 a.m. and
11.37 p.m.; Low: 3.54 a.m. and 5.16
p.m.
European Mails:—Inward: Lon-
don via Straits, parcels (Hector).
Friday.
(August 23.)
Christian Fellowship Meeting,
Helena May Institute, 10.30 a.m.
Billiards:—Garrison: Meis v.
Buffalo Club, K.O.S.B. v. H.K.
Police, R.E.'s v. R.A., Craigengower
v. H.K. Police Res., Somerset v. C.
and P.O.'s Club.
Queen's Theatre: "Four Walls."
World Theatre: "Red Lips."
Star Theatre: "Gigolo."
Promenade Concert, H.K.V.D.C.,
Parade Ground, 9.15 p.m.

Saturday.
(August 24.)
St. Bartholomew.
Lawn Bowls:—Division I:
Police v. Tai Koo, Kowloon C.C. v.
Craigengower, Kowloon D.R.C. v.
Kowloon B.G.C., Civil Service v.
Recreio, Division II: Tai Koo v.
Civil Service, Recreio v. Yacht
Club, Kowloon B.G.C. v. Kowloon
C.C., Craigengower v. Hong Kong
Electric.
Baseball: S. China v. Japanese,
V.R.C., Night Fete, 9.15 p.m.
Queen's Theatre: "Four Walls."
World Theatre: "Red Lips."
Star Theatre: "Gigolo."
Dinner Dances: H.K. Hotel and
Peninsula Hotel, 8.30 p.m.
European Mails:—Inward:
Europe via Negapatam (Garbeta),
Outward: Europe via Marseilles
(Hakoraki Maru), 9 a.m.; Europe
via Victoria, B.C. (Tyndareus),
10.30 a.m.

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GOLD LABEL
EXTRA SPECIAL
Old Highland Whisky.

Distilled and bottled in
Scotland and guaranteed
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"Work may be hustled, but not food"

Work may be hustled with little ill result, but food
should be taken slowly or the system suffers.
When you are tired and fatigued by the rush and
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for HORLICK'S MALTED MILK.

HORLICK'S MALTED MILK makes an excellent light
lunch—its easy assimilation makes no demand that
the most fatigued system cannot meet, and it is made
in a moment with hot or cold water.

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THE ORIGINAL
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ORIGINAL
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And LOWEST PRICES in their respective classes

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SERVICE STATION } NATHAN ROAD, KOWLOON.
DISTRIBUTORS :—GILMAN & CO., LTD.

NEW BRITISH CAR FOR OVERSEAS.

THE MORRIS ISIS SIX.

Any new motor production from Cowley in naturally of widespread interest. The latest model, known as the Morris Isis Six, has been designed for work in the Dominions, Colonies, and Protectorates. In fact the factory's output, at any rate for the present, is entirely for export.

Morris Motors have not attempted to cheapen the quality in order to obtain a very "cut price." No "popular" model of British manufacture, however good, will be able to compete with American productions if there is too much divergence in the relative prices for machines of a similar class. At the same time, all over the world a high standard of excellence is expected of British engineering, and Morris Motors have clearly tried to strike the happy mean in this new model by preserving quality yet making the price to some extent of overseas purchasers is undoubtedly in the main for British machines, and there is no doubt that, provided they get quality, a small additional outlay in first cost is now recognized as a good investment. There is no price quoted for the Morris Isis Six for this country, but the cost of the saloon complete in South Africa and Australia is about £260. It has been realized that appearance is one of the greatest assets in selling a car, and great attention has been paid in this case to the provision of a low appearance without sacrifice of ground clearance. Moreover, considerable care has been given to obtaining a really satisfactory colour scheme.

The body is an all-metal, full 5-seated saloon. The coachwork does not just rest on the chassis frame, but the body sides are curved over the sills and thus depth is saved, while strength and a low line are afforded. The body is stated to be practically indestructible and climate-proof, and the makers have realized the importance of adequate ventilation in a car for overseas service. Attention has also been paid to preventing fumes entering the body. The Morris Isis Six has a six-cylinder overhead valve engine of nearly 3 litres capacity, and is of about 50 h.p. The firm is wise in not denigrating the car by horse-power rated on the R.C.A. formula, because such rating gives an entirely false impression of the power of the British engine, especially overseas, where such a figure has no significance whatever, except in so far as it creates the belief that British cars are under-powered. The cubic capacity and the brake horse-power are the real guides, and they should always be considered when comparison is being made with American engines. The water circulation is helped by a pump, and there is a fan. The old idler spread by rivals, that the British engine was insufficiently cooled for hot climates has for some time now been proved false. In fact, the danger to-day is that the average British car for home use may be over-cooled. The new Morris has three forward speeds, which is, of course, preferred by all those accustomed to American cars, and these are changed by a central lever. The suspension is half-elliptical, and there are five brakes. The hand brake works on the transmission, and the four-wheel brakes operate on the Lockheed hydraulic principle, which is simple and gives automatic compensation all round so far as the application system is concerned. Clearance is just under 9 in., while the wheelbase and track measure 8 ft. 4 in. and 4 ft. 8 in.

66 MILES ON 1 GALLON OF GAS.

Walter Critchlow, 1600 B St., Wheaton, Ill., U.S.A., has patented a Vapor Moisture Gas Saver and Carbon Eliminator for all Autos and Engines that beats any ever got out.

Old Fords report as high as 68 miles on 1 gallon. New Fords 55. Other makes report amazing increases of 3 to 4 more.

Mr. Critchlow offers to send 1 to introduce. He also wants County and State Agencies everywhere to make \$220 to \$1,000 per month. Write him in English to-day. W. Critchlow, 1600 B St., Wheaton, Ill., U.S.A.

JOHN N. WILLYS SEES GROWTH IN EXPORTS.

WIDE ACCEPTANCE OF
AMERICAN MADE
PRODUCTS.

John N. Willys, president of the Willys-Overland Company, returned on the Leviathan with Sir William Lettis, managing director of Willys-Overland Crossley Ltd., of Manchester, England. Mr. Willys said that 1929 automotive exports from the United States were shattering all past records and expressed the opinion that more than \$700,000,000 worth of American automotive products would be shipped abroad during the present year as compared with a little more than \$500,000,000 worth during 1928.

"It would be no surprise to me if American automotive exports for this year would reach the unprecedented figure of three quarters of a billion dollars," said Mr. Willys. "I came home from Europe last year with optimistic views as to the growing demand abroad for American automotive products. Those views have been justified by recent figures. Now as the result of this trip, I feel more than ever that the export market is in a most favourable condition for the makers of American passenger cars, trucks, parts and equipment."

In Europe.

"Wherever one goes in Europe, it is evident that the products of the American motor industry are in high repute. Furthermore, general business conditions are improving so rapidly in many sections that the people have money to buy cars and trucks far more than previously. In view of the fact that the automotive export trade has shown a steady increase each year for five years, I think that by 1931, and possibly in 1930, the motor industry will be shipping a billion dollars of American products to foreign countries."

"As for the Willys-Overland company's position in the industry, I am thoroughly satisfied with present conditions and future outlook. The company is completing one of the best six month periods in its history. Sale will approximate (Continued on next Column.)

MOTOR NOTES

A CONVINCING PERFORMANCE.

A test of a 4-ton rigid six-wheeler Albiom was recently organised in Nairobi by the local concessionaires for Kenya (says *Motor Transport*). In one test the lorry, with a 2½-ton load, was driven down a steep slope into a stream-bed and up the other side. The lorry climbed out without hesitation, and with no wheel spin or slip, although no chains were employed. The vehicle then proceeded to cross the same stream-bed at an angle.

In the next test the vehicle was driven along the side of a steep hill covered by bush and pitted with holes, and later a short, steep bank and half a mile of 1 in 3 gradient over scrub and stony ground were negotiated. Afterwards an inspection of the vehicle was carried out, and it was found that, in spite of the hot sun and the amount of low-gear work, practically no water had been used except through the overflow tube owing to the rough ground.

To demonstrate braking powers the vehicle was stopped on a 1 in 4 slope, first on the hand brake and secondly on the foot brake alone. A restart was easily made on the gradient. The vehicle was then loaded up to 3½ tons, and was put at a long hill of 1 in 4. This was accomplished in second gear.

200,000 cars for the half year. The new Willys-Knight Great Six, advance model of which received a gratifying reception at the national automobile show, will be placed on the market in July and should be an important factor in Willys-Knight business during the last half of the year.

Seasonal Slackening.

"This coupled with increased sales of our entire line of six-cylinder models, may be expected to bring about a substantial development in profits during the last half of 1929. It is not improbable that the Willys-Knight line will contribute as much as 50 per cent. to the last half profits."

"The industry's seasonal slackening will this summer, more than ever, be offset by increasing volume due to growing prosperity in many other parts of the world. Willys-Overland was among the first of American automobile companies to enter the export market before the World War; we have plants in England and Germany, and we have plans for further plant investment in Antwerp. Naturally our long experience in foreign market is counting heavily in our favour now that foreign prosperity is increasing the demand for American automobiles to large proportions."

"The company's situation, both domestic and foreign, is such that 1929 from a profit viewpoint shows every indication of being one of our best years."

Mr. Willys has been away since May 15. While in London he attended the marriage of his daughter, Miss Virginia Willys, to Luis Marcelino de Aguirre of Buenos Aires.

FAMOUS POET'S GRANDSON BECOMES SECRETARY OF DUNLOP ORGANISATION.

A grandson of Lord Tennyson, the poet laureate, is now secretary of the Dunlop organisation at its headquarters in London. He is Mr. C. B. L. Tennyson, C.M.G., who, until taking up his present appointment, was deputy director of the Federation of British Industries.

Mr. Tennyson is the second son of the poet's younger son and a cousin of the famous English sportsman, the present Lord Tennyson. He himself has played for Cambridge University against Oxford University at golf.

MOTOR-CYCLING.

THIS YEAR'S INTERNATIONAL
AL TRIAL.

Great Britain will have a hard task to retain the International Trophy which they have won for five years in succession, when the International Six Days' Motor Cycle reliability trial is decided next August. Since 1925 the contest has been held in England, but the Auto-Cycle Union the English governing body, has waived its right, gained by Great Britain's win, to hold the trial in this country again, and the International Federation will organise the event on the Continent.

Very strong support from Britain has been received, and nearly half the 133 entries to date come from this country. Among England's sixty representatives are six ladies, these being the famous trio Mrs. G. McLean, Mrs. Watson Bourne (better known as Miss Marjorie Cottle), and Miss Edyth Foley, past winners of the International Vase, together with Miss Betty Lermite, Miss Elizabeth Sturt, and Miss Margaret Newton.

The Germans also have a strong contingent, with thirty-nine entries; Austria have seven, Ireland and Switzerland six each, Denmark, France, Holland, and Sweden three each, while Hungary, Italy, and Czechoslovakia each have one rider.

About a thousand miles will be traversed during the six days, and Germany, Austria, Switzerland, France, and Italy will be included in the itinerary. The start will take place at Munich, on Monday, Aug. 26, and an hour's speed test at Geneva will conclude the contest on the following Saturday.

The mountains of Central Europe will provide some of the roughest going, yet included in the series of International Trials, which was started in 1913, and the difficulties will be enhanced by the fact that the average speed which must be maintained is set at 25 m.p.h. in comparison with the 20 m.p.h. schedule used in British owing to the speed limit.

ROYALTY SELECT CARS WITH SLEEVE-VALVE ENGINES.

PREFERENCE DATES BACK TO
KING EDWARD VII.

The question of what type of motor-cars the royal family of Great Britain will drive during the next few years was answered a few days ago when their Majesties replaced their personal and household cars with three new models of the same type that have been in the royal household since the days of King Edward VII., father of King George, the present ruler.

The latest motor purchases of their Majesties show a continued preference for automobiles that use the Knight sleeve-valve type of engine. These cars replace models that also were powered by sleeve-valve engines and which were used by the royal family for five years before they were replaced. The new limousine for Royalty's town use is a Daimler, powered by a 12-cylinder sleeve-valve engine. A second car equipped with the same type of engine will be used for shooting on the moors while a gray sedan completes the personal cars of the British rulers.

King George's preference for cars equipped with the sleeve-valve type of engine dates back many years to the time when his late father, King Edward VII., purchased a one-cylinder sleeve-valve engine car. The King and Queen are not alone in this decided engine preference among the members of the family for Edward of Wales, the popular heir to the throne, also uses a car with a sleeve-valve engine.

The engines in the Royal cars are the same type as those employed in the Willys-Knight sixes, products of the Willys-Overland Company, Toledo, the largest builders of Knight engine cars in the world.

WILLYS KNIGHT CARS & TRUCKS.

SHOWROOM "DURO" MOTOR CO., LTD.
SERVICE STATION NATHAN ROAD, KOWLOON.

DISTRIBUTORS :—GILMAN & CO., LTD.

COSTING FORMS FOR THE SMALL OWNER.

"It is no exaggeration to state that many small and, at least, a few large operators have gone under," says *Bus and Coach*, "for no other reason than that they failed to keep adequate records of the costs and performances of their fleets. Some have been doomed from the very first because they have more or less assumed that receipts represented profits, after certain inadequate deductions had been made which could not, in fact, cover operating costs. Others who have done well in the first instance, have assumed that an enlargement of the fleet would mean necessarily an enlargement of profits, and have only discovered their mistake too late. Others again have omitted to make proper provision for depreciation or instalments."

To all regular subscribers to the journal *Bus and Coach* is offering a complete record book, built up on the looseleaf principle, and containing all the sheets that will be necessary in connection with 12 months' operation of the number of vehicles stated by the applicant to be in use.

So useful has this free offer to readers proved that cost sheets and record books have already been supplied to concerns running over 1,000 vehicles in the aggregate, chiefly to owners of small fleets.

A SPORTSMAN'S COUPE FOR £175.

Fashion changes in cars as in clothes, and the latest "cut" in motor cars is the Sportsman's Coupe. Hitherto cars of this design have been relatively high priced, and the announcement by the Singer Co. that they are marketing a "Junior" Sportsman's Coupe is therefore very interesting. The home price of this new Singer Junior has been fixed at £175 only, but the car qualifies for its title in all respects. The body is in black or, alternatively, in black and crimson fabric and the wire wheels are finished in crimson. Crimson trimming is employed for the interior, which has two bucket seats in front, independently adjustable, and two occasional seats in the rear. There is a wide door on each side of the car giving access to the rear compartment. The spare wheel is carried at the extreme rear of the car, and immediately in front of it is a suitcase holder. Access to this can be obtained either through the lid at the top or from the interior of the car.

The engine, like that of the Sports Two-Seater, is specially tuned, and the new Coupe is thus capable of surprising acceleration and speed. Altogether it is a very attractive little car, and should find an appreciative public.

It goes on and on . . . and on

Have you ever watched water gliding smoothly and effortlessly beneath a bridge, never checking, never stopping but going on and on? That is how an Austin travels.

There is no hesitation, no faltering, as it eats up mile after mile of the road. You can find no better companion for long, strenuous journeys. For its reliability and lasting qualities have helped to make the reputation of British motor engineering throughout the world.

The Austin is built to give satisfaction not for a year, or two years, but for as long as you demand its services. For the man of moderate means the Austin 7 and 16 h.p. models are an investment which cannot be beaten. It will be worth your while to see one before deciding on your next car.

Austin

ALEX. ROSS & CO. (CHINA), LTD.
Prince's Building.

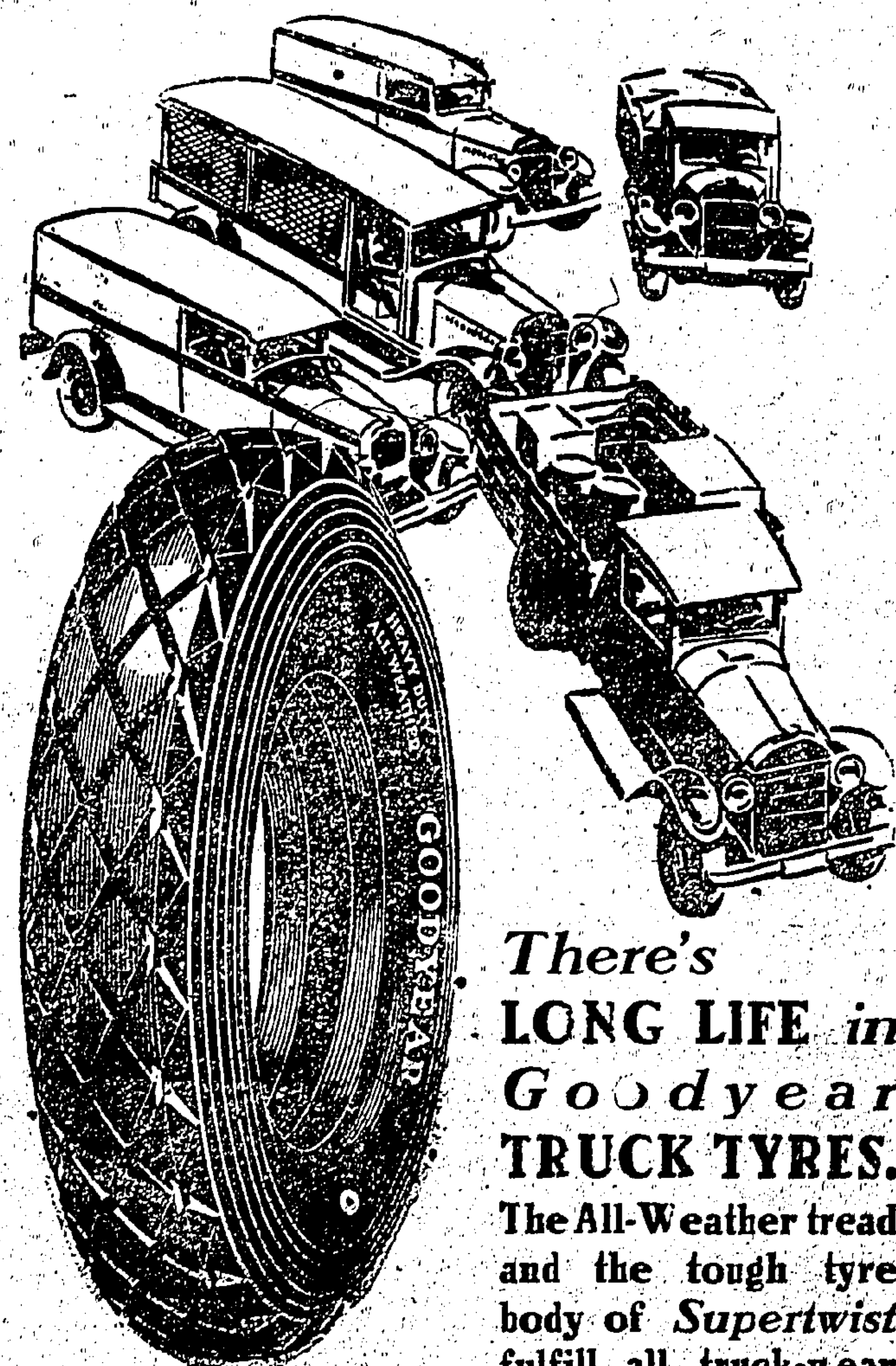
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The Austin 16 h.p.
6 cylinder Touring
car is now in Hong
Kong and costs \$3,050

Austin 7 h.p. Metal
Saloon at \$1,690
and Touring car
at \$1,425
are arriving very
shortly.



There's
LONG LIFE in
Goodyear
TRUCK TYRES.
The All-Weather tread
and the tough tyre
body of Supertwist
fulfill all truck-wear
demands.

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MOTOR NOTES.

THE "EL PIRATA."
NEW FRANKLIN DESIGN.

An entirely new design in automobile bodies as brought out in the Franklin custom built "El Pirata," is seen by some as an indication of what the public may expect in the future. This striking model, designed by Dietrich for the Franklin Automobile Company of Syracuse, builders of the air-cooled Franklin motor-cars has won unusual acclaim wherever it has been exhibited.

"El Pirata" is of outstanding design, this being admirably set off with a finish of silver and gold. The car is entirely devoid of running boards or vanes below the doors, thus adding considerably to its stream-line design. A rear apron, made integral with the body, covers both the luggage compartment and the fuel tank. The rear wheels are hinged to a point below the hub, this design also being a distinct departure from present practices. The spare wheels are fitted snugly into the forward fenders in wells.

DEATH DRAMA OF A
MOTORIST.
SEQUEL TO A ROAD
TRAGEDY.

Ross-On-Wye—A drama of a few hours after a woman friend had been killed in a motoring accident was revealed at a double inquest held here.

The motorist, Mr. Gordon Clarke, of Manchester-road, Bolton, was driving Miss Gladys Lambert, of Springfield-terrace, Lancaster, on the Ross to Gloucester road, when the motor-car skidded.

It mounted the bank, crashed into a tree and overturned, pinning Miss Lambert and Mr. Clarke underneath.

Miss Lambert was terribly injured, and died almost immediately. Mr. Clarke, who was extremely upset, was taken to Ross. His injuries were only slight, and he went to an hotel with the intention of remaining in Ross for the inquest.

He went to his room, and nothing further was heard or seen of him until a servant knocked at the door but received no reply.

(Continued on next Column.)

"CRIMES" OF THE
MOTORIST.HOME OFFICE RETURN OF
MOTORING OFFENCES.

Dealing with the Home Office return of motoring offences in England and Wales recently issued, *The Motor* publishes the following interesting analysis:—

"Taking the nearest comparable return of vehicles licensed, we find the total to be 2,012,004, but that does not represent the number of owners of driving licences, which must be approximately 3,000,000, and that is the number we have to deal with as a basis in analysing these figures representing motoring offences. For the period stated the number of these dealt with totalled 133,241, and the sum paid in fines was £37,000. The return shows that of the total of 133,241 offences 109,857 were merely breaches of regulations quite minor in character. To give an example; the highest figure relating to any breach is 26,074 for lighting offences, a considerable proportion of which would be in all probability accidental, and many unknown to the offender until apprehended. The next highest number is 17,350 for offences in connection with driving licences, the majority of which would be due to forgetfulness.

"So we have the major offences, which are in reality breaches of the law, such as manslaughter (38 only), causing bodily harm (18 only), drunk in charge, driving recklessly and exceeding the speed limit reduced to 26,354. Of this total 11,022 were cases of exceeding the speed limit, which, in these days, is not so much an offence as a matter of chance and bad luck in being caught.

The conclusion is, therefore, that we have 26,354 motor drivers breaking the law out of 3,000,000 drivers during six months. Out of the same total number of drivers 109,857 commit quite minor offences against regulations in the same period.

"The summary of this 'criminal' record is of particular interest on a percentage basis. So far as the actual lawbreakers are concerned they are 0.9 per cent. of the whole motor-driving community—possibly less if we have underestimated the number of driving licence holders, which is possible. When we come to the motor drivers who have committed minor breaches of regulations only, they represent 3.6 per cent., and if we take the full total of offenders in all categories the figure is only 4.5 per cent."

The police were summoned, the door was forced, and Mr. Clarke was found dead, kneeling against a chair, with his throat cut. It is believed that Miss Lambert was a nurse.

TWO BROTHERS KILL
ONE ANOTHER.HEAD-ON MOTOR-CYCLE
CRASH.

CORNER TRAGEDY.

Two brothers, who came in collision head-on on their motor-cycles at Lowestoft, were unwittingly the cause of each other's death.

The tragedy occurred late at night. The brothers were Alphonso Cracknell, aged twenty, and John Cracknell, aged twenty-three. John Cracknell was returning to his home on his motor-cycle after a trip to Yarmouth, when, in negotiating a bend in the road near the fish market, his machine came in collision with a motor-cycle driven by his brother. Both riders were thrown violently from their seats. They were taken to hospital, where, on examination, it was found they had fractured their skulls. Alphonso died shortly after admission, and John died the next day.

Mr. John Cracknell, the father, had himself met with an accident a week ago, when he had his foot crushed in a machine at the silk factory where he is employed.

Father's Statement.
"My boys were keen motor-cyclists," he said to a Press representative, "and motor-cycling was one of their chief pastimes. John had taken a trip to Yarmouth with a friend, who was also riding a motor-cycle. The boys returned about a quarter past nine. They stopped, and John said he would take the bicycle home. Alphonso had been busy during the afternoon repairing his own motor-cycle, and later he said he would take it for a trial run.

"He had hardly left the house a few minutes when I was told that his machine had crashed into another motor-cycle. I then heard that the other motorist was my son Alphonso."

BUS TURNS TURTLE.

There were remarkable escapes from serious injury when an omnibus dashed into a hedge at Flimwell, near Tunbridge Wells, overturned, and threw the thirty occupants into a field.

It was feared at first that many were seriously injured, but it was discovered that all had escaped with the exception of one.

The passengers, a church party, on the way from Sidcup to Hastings, were accompanied by Canon and Mrs. Spurgin, who received injuries to the back and neck. She was conveyed to a neighbouring house and was later taken home. The other members of party escaped with shock and bruises, and proceeded to another motor-coach.

Basil Eyston, driving a Bugatti, one of the heavy cars entered for the motor races at Phoenix Park, collided the previous day with a trader's cart at King's Bridge, which spans the Liffey. One of the two occupants was thrown out of the cart. The other, Bartley Riley, aged fourteen, was flung over the parapet into the river, where he was drowned.

MECHANISED ARMY'S
"STABLES."THAT HIRES OUT STEEL
STEEDS.

TERRITORIAL TRAINING.

A novel "stud farm" for the supply of "iron horses" to Territorial units is an interesting result of the steady mechanisation of the Army. Lively young two-wheelers can be seen bucking and bounding over ditches, boulders, and hillocks, while massive "draught horses" of iron and steel haul 15-pounder guns up hill and down dale on a diet of petrol and oil.

The "farm" is run by the Artillery Transport Company near York, who hire out to the Territorial units the six-wheeled lorries and tractors which are now taking the place of horses for hauling gun-carriages.

"A Regular Business."
"We supply about 95 per cent. of the traction for the Territorial Forces," said Capt. T. S. Riley, the originator of the scheme and managing-director of the Salisbury Plain.

"We supply instructors to the Territorial units, and the drivers are coached, both in the theory of construction and in practical driving. Lectures are delivered by experts on brakes, engine-design, and tyres.

"Our fleet consists of 24 six-wheeled 45 h.p. lorries, 5 chain-trace tractors fitted with 40 h.p. engines, and 12 light cars for reconnaissance work.

Eight Change Gears!

"The whole fleet, of course, is of entirely British manufacture and design. This year we are increasing it by 20 more six-wheelers, 16 tractors, and 12 light cars.

"With the present transport, the company can completely mechanise a brigade of medium artillery—four 60-pounders and twelve 6-inch howitzers.

"Previously a foreign make of tractor was used, but the British designs have proved to be so much more efficient that they are now used exclusively.

"Three-speed gear-boxes are generally more than enough for the new motorist to master. The six-wheeled lorries the Territorials have to drive after they have gone through the company's training course have eight change-speed gears!"

Marvellous Cars.

"Anyone who can change gear on these lorries can change gear on anything," said one of the Territorial drivers. "It has been a revelation to me during my training to see what these lorries and cars can stand.

"These 7 h.p. British light cars, for instance, costing less than £200, we drive up and down steep banks, over marshy ground, and through thick mud covered with water, and they actually seem to like it.

"I don't know why people say British cars are no good for overseas use. I am sure average conditions there can't be much rougher than they are during Territorial artillery manoeuvres.

"The guns the tractors have to pull across country weigh 7 tons." In capital charges it costs £8,000 to mechanise a battery. In working costs mechanical transport is almost equal to horse transport, while the efficiency is naturally very much higher.

THE 8-CYLINDER AUTO.

REPLACING THE "SIX" IN
THE STATES.

That the eight-cylinder automobile is replacing the six in popularity in the United States is shown in a recent compilation made by Studebaker. Eighteen leading cities were selected, and registrations of eight and six-cylinder cars, which list above \$1,000 in the U.S., were compiled for a period of four months in 1929 and compared with registrations during the same period in 1928. Eight-cylinder registrations increased 52 per cent. while six-cylinder registrations registered a loss of 8 per cent.

Registrations of eight-cylinder cars in this particular price group were 17,239 for the first four months of 1929 against 9,492 during the corresponding period in 1928. In the same price class, six-cylinder models registered 49,165 in 1929 as against 53,179 in 1928.

To test the reliability of this compilation, Studebaker made similar comparisons in eight leading states. In this comparison eighties increased 90 per cent. during the first four months of 1929 over the same period in 1928, while six-cylinder registrations showed a 13 per cent. loss.

As a final test ten counties, sections of states, none of which contained a metropolitan city, were selected by Studebaker and registrations compared on the above basis. Six-cylinder registrations increased 13 per cent. while registrations of eighties increased 315 per cent.

THE MINUTE THAT SEEMS A YEAR

By GLUYAS WILLIAMS

WHEN, EVERYONE LOOKING
ACCUSINGLY AT EVERYONE
ELSE, YOU REALIZE THAT
NO ONE HAS BROUGHT ALONG
ANYTHING TO OPEN THE
BOTTLES WITH



GIRL'S COCKTAIL CAR.

LEADER IN BRIGHTON
RALLY.

A girl, aged seventeen, the youngest competitor in the Brighton motor rally races led the procession of cars along the Madeira-drive, pulled up, and smiled.

She smiled at her father, who had accompanied her all the way from John O'Groat's. She smiled at Brighton generally, and she smiled at the Pressmen. She is Miss Kitty Brunell, and to quote her own words, "All British."

Thirteen of the competing cars started from John O'Groat's, but one—the superlatively apparently cannot be denied—had to fall out. Other cars came from Newcastle, Birmingham, and Manchester, and others started from London. There were also four towing outboard motor-boats on trailers.

Motorist From Birth.

Miss Brunell, who began her motoring career at the age of five weeks, and has motored ever since, provides an example of what a woman can do in the way of making motoring comfortable when she sets her mind on it.

"I'll tell you something about the seat now," said Miss Brunell. "In the first place, the back of it comes right up to my shoulders, thus giving me the most complete support, and in the second place it is designed to tilt back to three positions. There are cupboards in the back of the seat, and each contains what looks like a small attaché case, in green, to match the car.

"There is a cocktail bar in one attaché case, and a tea-set in cream, black and green in the other. Every tool is in a separate green leather case in a sliding drawer under the front seat."

Her time from John O'Groat's to London was just under twenty-six hours for 707 miles. She is concentrating on the Concours d'Elegance, and has even gone so far as to have a dress specially made in the colour scheme of her car.

HINTS FOR THE SUMMER
MOTORIST.

This is the time of year when all goes well with the car. It is also the season, as far as the careless driver is concerned, when trouble for the future is laid up.

She starts up well—no warm mornings. Just a finger—or a heel, as the case may be—on the self-starter, and away she goes.

Don't forget that you are taking it out of the battery, and too much of the self-starter, when the engine is cold, means more handle turning when the autumnal morning chills come along presently.

It is easy to crank her over just now. Why not do it? Starting by hand means rich economy in "juice."

Then, with oil running thin, what delight to push the car, all the while. Especially the light car. The poor 9's and 11's. They are boosting along nowadays, their drivers forcing the gas. Every ounce of speed is being realised.

This is all a mistake. Wear and tear are going on all the time; carbon is forming. You are keeping up that extra five miles an hour. The car is doing its maximum. And you are storing trouble and losing money.

After a few months of experience any driver can tell for himself the best speed at which to run his car. If thirty-five, or even thirty, is the maximum, non-wearing, non-straining speed, keep to it.

HUMOUR: ANCIENT AND MODERN.

The Heir—Is it true that Uncle Henry left two millions?
The Heiress—Yes, but not intentionally.

Son (off to summer camp): "I'll write to you once a week."

Dad: "You'll have to make your money last longer than that."

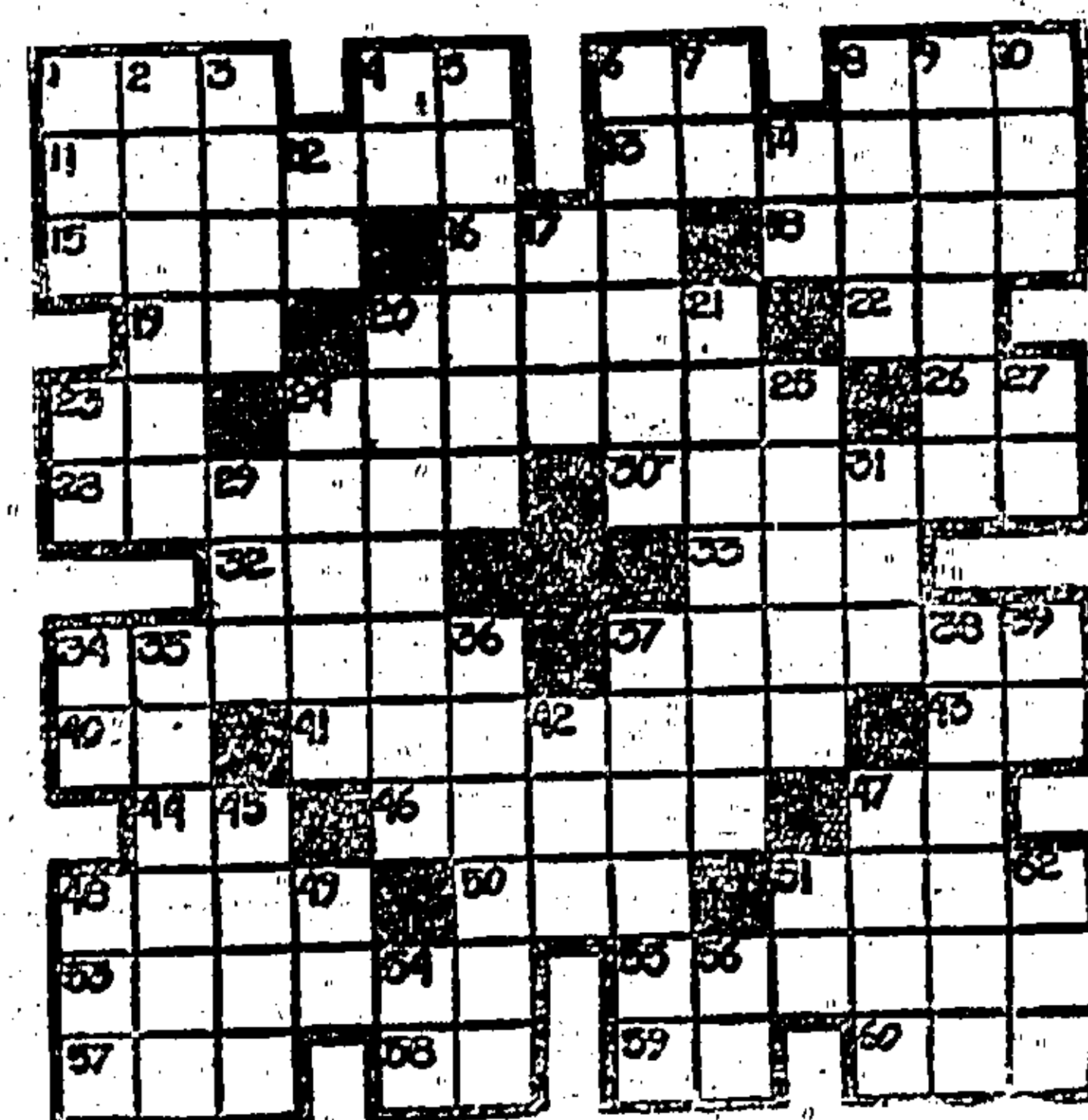
Editor: "Did these poems come by first-class mail?"
Assistant: "Yes."

Editor: "Is there no law against misrepresentation?"

Mrs. Newlywed: "Here are some worn stockings for you, but, of course, they need mending."
Beggar: "Oh, I can wait while you do it, m'am."

"Yes, this little boat makes twenty knots an hour!" said the motor-boat owner, as they ploughed through the waves.
"Go on!" gasped his pretty companion. "What a lot of rope you must use! But tell me—who unties them all?"

CROSSWORD PUZZLE.



Horizontal.

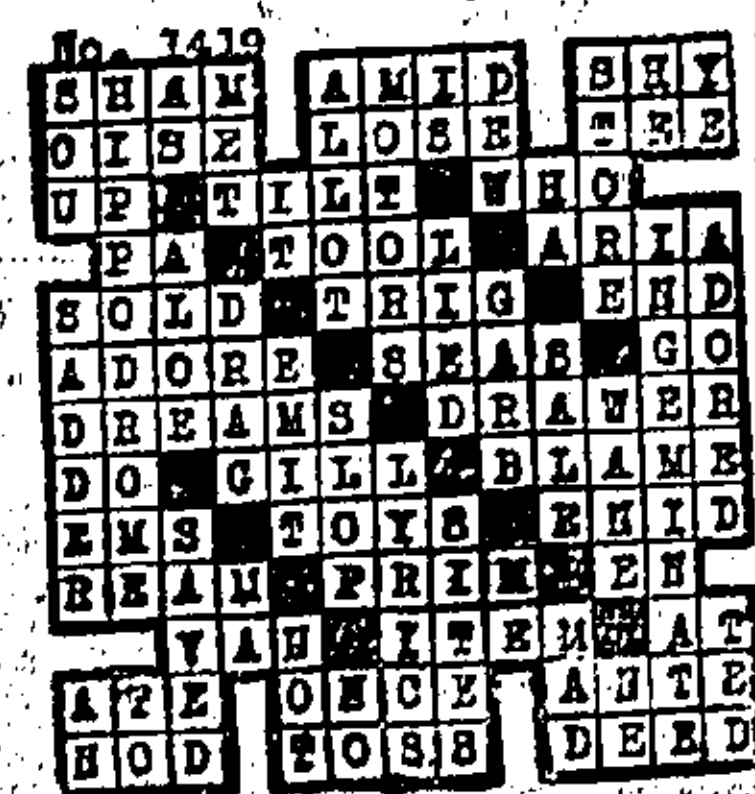
- 1.—Toupee.
- 4.—Pronoun.
- 6.—Beside.
- 8.—Fish limb.
- 11.—Vexes.
- 13.—To make courteous.
- 15.—To look intently.
- 18.—Also.
- 19.—Poker stake.
- 20.—Pronoun.
- 21.—European city.
- 22.—Prefix, down.
- 23.—Close to.
- 24.—Relates again.
- 26.—Negative.
- 28.—Dignified.
- 30.—Herb dishes.
- 32.—Island.
- 33.—Large tub.
- 34.—Fairy-tale hero.
- 37.—To hate.
- 40.—Type measure.
- 41.—Act of rubbing out.
- 43.—Rehold.
- 44.—Comparative ending.
- 46.—Heavenly bodies.
- 47.—First day of week (abbr.).
- 48.—Crisp cooky.
- 50.—Organ of head.
- 51.—To discard.
- 53.—Decrees.
- 55.—Trim and tidy.
- 57.—Married.
- 58.—Latin for and.
- 59.—Therefore.
- 60.—Turn to right.

Vertical.

- 1.—Part of to be.
- 2.—To urge.
- 3.—Small flying insect.
- 4.—Possessive pronoun.
- 5.—Property.
- 6.—Cooks over coals.
- 7.—Old pronoun.
- 8.—To discover.
- 9.—To purpose.
- 10.—Born.
- 12.—Upon.
- 14.—Musical note.

This puzzle took 23 minutes to solve. See how long it will take you to solve it.

YESTERDAY'S SOLUTION.

WHY PROGRESSIVE OPERATORS
CHOOSE WILLEYS-KNIGHT

TRUCKS

TOGETHER with the power, stamina and economy of the patented double sleeve-valve engine, Willys-Knight Trucks offer every improvement of modern chassis construction. For fast, dependable service, long life and low cost, Willys-Knight Trucks are proving themselves superior.

Agents:—

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TEL. C. 290.

Garage & Service Station:—

DURO MOTOR CO., LTD.
132, NATHAN ROAD, KOWLOON.
TEL. K. 226.

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Time and experience have proved "Ritz" style and quality.

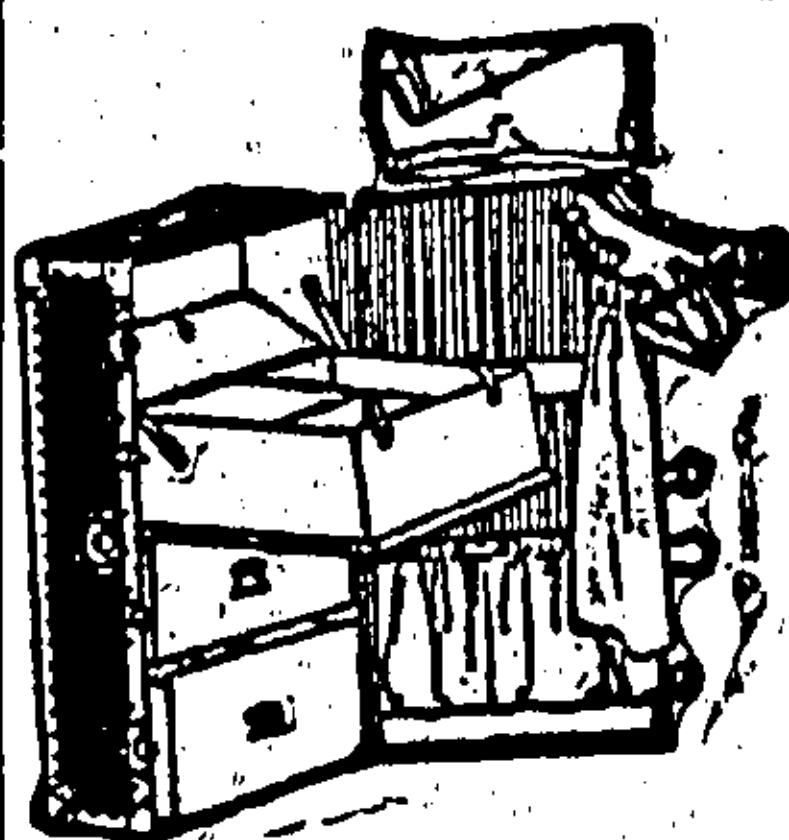
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Neverbreak
Wardrobe Trunks
are the best known
trunks in the world
and offer the utmost value

Full Size... \$150.00
Cabin Size... \$115.00

Also just received an entirely
new line of Hand Wardrobes
(a short trip requires just such
luggage). Note below the
Packing List:—

4 Suits	6 Ties
1 Extra Pr. Trousers	12 Collars
1 Pr. Golf Knickers	12 Pr. Hose
1 Pair Golf Hose	12 Handkerchieves
1 Lounge Robe	2 Pr. Shoes
6 Suits Underwear	1 Toilet Case
3 Pr. Pyjamas	6 Shirts

Price: \$55.00.

Telephone 1317.

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GREAT SALE
SPECIAL BARGAINS
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ALL DEPARTMENTS
ON
MONDAY, AUG. 19TH.

DO NOT FAIL TO CALL.

STOCK MUST BE CLEARED
REGARDLESS OF COST.

WHITEAWAY, LAIDLAW & CO., LTD.

ANTI-OPIMUM RALLY
IN MANCHURIA.MANY HARD THINGS LAID
TO ACCOUNT OF JAPAN.

APPEAL TO THE LEAGUE.

A report from the National Anti-Opium Association of China states that intense enthusiasm prevailed among the people and the authorities throughout the campaign held in Manchuria under the auspices of the Association. In Mukden, Harbin, and Kirin the greatest possible help was rendered to arouse general interest in China's narcotic problems. The campaign was led by Mr. Garfield Huang, General Secretary of the Association.

During the last month, a clean-up of opium smoking dens, including many arrests, was made by the authorities. As a result of the campaign, it was decided by the local organizations to call a conference in the near future to formulate a programme of opium suppression for Manchuria.

Resolutions also were adopted stating that petitions will be sent to both the National Government and the League of Nations, demanding the vigorous enforcement of the Government's Opium Suppression Act and Regulations and severe punishment of public officials guilty of violating these laws.

Japanese Blamed.

The petition to be forwarded to the League includes the following points:—

1. Opium conditions in the Kwantung Leased Territory betray an utter violation by the Japanese authorities of Chapter IV of the Hague Convention. One of the article states:—"The contracting Powers having treaties with China shall undertake to adopt the necessary measures to restrict and control the habit of smoking opium in their leased territories, settlements and concessions in China, to suppress, with the Chinese Government, the opium dens or similar establishments which may still exist there, and to prohibit the use of opium in places of entertainment."

2. The smuggling of and traffic in morphine, heroin, cocaine, etc., by Japanese and Koreans in the interior of China has not in the slightest been checked by Japanese consular authorities. This results in thousands of Chinese being addicted to dangerous drugs and seriously interferes with opium suppression in China.

3. A tremendous amount of drugs far in excess of China's legitimate requirements, has been annually turned out by a Japanese manufacturing factory in Port Arthur. Not the slightest control has been exercised by the Japanese authorities over this factory.

4. The League Commission of Inquiry should be asked to make a first-hand study of drug conditions in Japanese-administered areas in Manchuria.

According to Mr. Huang, the opium situation in the Three Eastern Provinces has some startling phases and therefore is of more than usual interest. The problem has been very much complicated by the existence of the Japanese settlements, the Kwantung Leased Territory and the South Manchurian Railway zone. In all these Japanese-administered areas the opium traffic is legalized; and, because of it being Chinese territory, naturally, almost all the patrons are Chinese, whose habit of smoking is vertheless forbidden under Chinese law.

A PERSISTENT STOWAWAY.

A Chinese was charged before Mr. T. S. Whyte Smith at Kowloon yesterday with stowing away on board the Dutch vessel *Cremet* from Singapore. Mr. Van Der Heyden told His Worship that the defendant had been put ashore at Singapore but when the passengers' tickets were being collected the defendant was found on board again. He was locked up until arrival here and handed over to the Water Police. His Worship imposed a fine of \$50 or one month's hard labour.

CONSERVANCY SCHEME.

It is stated that in order to carry out the conservancy scheme of the Hwai River, a National Conservancy Loan of \$30,000,000 will shortly be issued by the Hwai River Conservancy Board. The regulations governing the amortization of the principal and the payment of interest of the loan are now being drafted by the Finance and General Affairs Committees of the Board for submission to the State Council.

The head office of the board will shortly be established at Tientsin.

ANOTHER SAMPAN
MYSTERY.

GIRL'S DEAD BODY FOUND.

The Police are very puzzled over the mystery of the death of a sampan girl, aged 11 years, which took place a few days ago under most suspicious circumstances.

On Monday, a sampan master made a report to the Water Police to the effect that his daughter, aged 11 years, went ashore at 2 p.m. and had not returned up to a very late hour. At the time the sampan in which the girl's parents lived was moored near the Mong-tok Ferry.

The police immediately instituted a search and yesterday came upon the body of the missing girl floating in the Harbour, near the Yau-mai Typhoon Shelter.

The remains were taken to the Kowloon mortuary, where a post-mortem examination will be made this morning. It is very unlikely that so small a girl would commit suicide, which makes the circumstances of her death all the more mystifying.

"A CATHEDRAL OF
SCIENCE."BIG LONDON HEAD-
QUARTERS.ANNOUNCEMENT IN
MANCHESTER.

The important announcement was made by Sir Arnold Wilson, K.C.I.E., at the dinner of the Society of Chemical Industry in Manchester, under the presidency of Dr. Arthur D. Little, that there is to be built in London, at a cost of about \$350,000, what he termed "a Cathedral of Science," where the scientists of the world may meet for technical purposes.

Professor H. B. Dixon, Manchester University, afterwards said of Sir Arnold, a son of Rochdale, that everyone had heard of him in the charming letters of Miss Gertrude Bell, and he wished that he would speedily realise his great project of a palace raised to chemistry—including oil, of course. (Laughter.) "I envy him," said Professor Dixon in the words of Dickens, "the luxury of his feelings on that occasion." (Laughter.)

The Lord Mayor of Manchester (Colonel G. Westcott), who was among a most distinguished company of guests, protested with some consciousness, that this institution should be established in London instead of in Manchester, the centre of the greatest industrial area in the world. "Why should we in Manchester," he asked, "have to carry our brains to London? I feel very strongly about this."

Sir Arnold Wilson's Early Years.

Sir Arnold Wilson, who proposed the toast of the Society of Chemical Industry, said that he was brought up in Rochdale, and he looked upon the great chimneys of factories, ablaze with light, not as William Blake did, as "dark, Satanic mills," but as a magical treasure house which contained the secret of England's greatness and England's wealth.

His father was Vicar of Rochdale, and "I was brought up," Sir Arnold said, "as a Manchester lad should be, to regard the *Manchester Guardian* as the greatest paper in England. (Applause). In fact, I always regarded the *Times* as being London's attempt to get as near as may be to the standard attained in Manchester. (Laughter).

Anyway, it is twopenny. (Laughter). Much has happened since then, but essentially Lancashire remains the same. There is a bigger population within fifty miles of Manchester than within fifty miles of any town in the world; not excluding Chicago and London, and the welfare of industry in England is the welfare of Lancashire; and how vital that particular branch of industry, which this Society represents is to England and to the world as a whole we learned during the war. The lesson we learned was embodied in the Safeguarding of Industries Act, and subsequent enactments—which are still on the Statute book. (Laughter).

THE HONG KONG
RESERVOIRS.

THREE-QUARTERS FULL.

259 M.G. GAIN LAST WEEK.

The total storage in the island reservoirs on the morning of Monday, August 19, amounted to 1,613.86 million gallons showing an increase of 259.23 million gallons during the past week; the amount collected from streams being 298.21 million gallons.

The week's consumption amounted to 35.86 million gallons which includes 17 million gallons from the Refinery Supply.

Last year, at the end of July the total storage on the island was 1,811 million gallons.

Kowloon Water Supply.

The total storage in the mainland reservoirs on the morning of Monday, August 19, amounted to 492.33 million gallons showing an increase of 9.99 million gallons during the past week.

The week's consumption amounted to 25.86 million gallons. The yield from the Shing Mun River and streams during the week is 36.76 million gallons.

The Rainfall.

For the 24 hours ending 10 a.m. yesterday the rainfall was 0.7 of an inch and the total for the year 53.79 against an average of 61.52.

"TJITAROEM" ASSAULT
CASE ENDS.

THREE DEFENDANTS FINED.

The case against the three boarding house runners who were charged before Mr. T. S. Whyte Smith at Kowloon Magistracy with assaulting two other runners on board the J.C.L. vessel *Tjitaroem* on July 24, was concluded yesterday when His Worship convicted all three defendants.

Mr. F. C. E. Rendall prosecuted on behalf of the two complainants, and Mr. J. M. Remedios was for the defence.

The first defendant giving evidence said that he was not on board the s.s. *Tjitaroem* on the day of the assault. He was in charge of a commission agent concern and on the day in question he sent two of his *foks* to the s.s. *Tjitaroem* and two others (the second and third defendants) to the s.s. *Tjibadak*. When the first two *foks* returned to the shop for breakfast they spoke of a quarrel with other runners and named the complainants. Witness said that he had had trouble with the complainants last April on board the s.s. *Tjikembang*.

His Worship convicted the defendants and imposed a fine of \$75 or six weeks' hard labour on the first defendant and a fine of \$25 or three weeks on the other two defendants. His Worship bound all parties over in a personal bond of \$50 for their good behaviour for six months.

Thrown Into the Harbour.

The assault arose over competition for a passenger on board the s.s. *Tjitaroem* who had come from Swatow. It led to a fight in which one of the complainants was stabbed while the other was thrown overboard to be rescued by a sampan.

"STEEL FATIGUE" IN AIR
CRASH.TEST THAT MIGHT HAVE
BEEN USED.

"The breakdown of the starboard engine was caused by the fracture of all the four studs which held one of the connecting rods," said Mr. C. H. Pearson, counsel for the Air Ministry, when the inquiry was ended into the air disaster in the Channel on June 17, in which seven lives were lost.

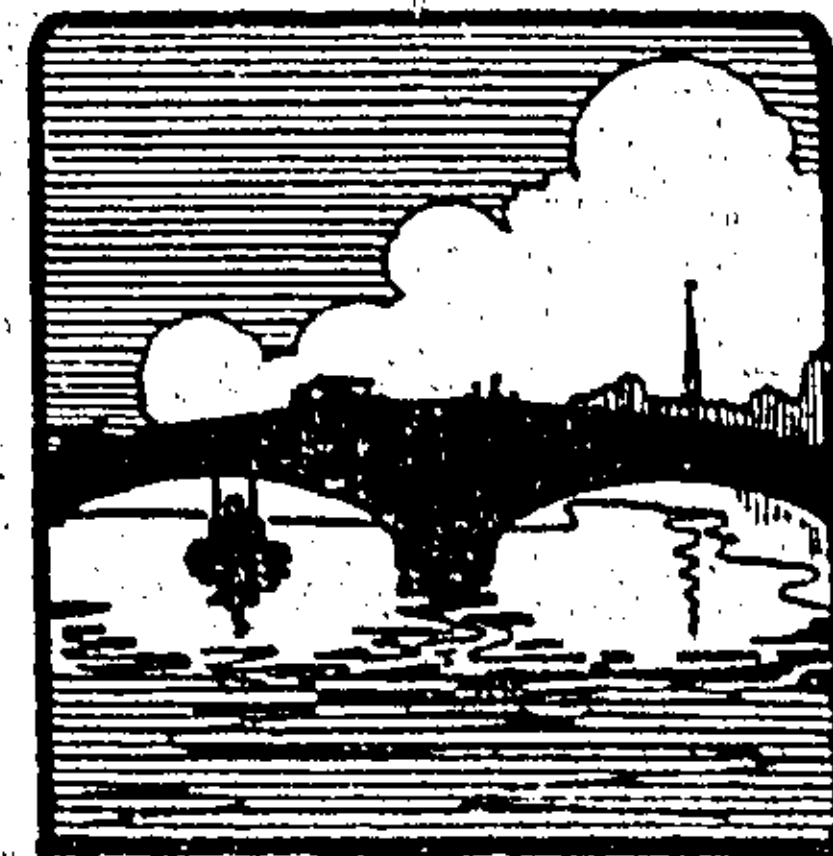
"The first fracture," he said, "was due to fatigue, the second was similar, and the third and fourth followed, also being partially due to fatigue."

Mr. Pearson asked Professor B. P. Haig if he considered the material used for making the studs was suitable for resisting fatigue. Professor Haig said, "We have every reason to believe that it could have been suitable and may have been suitable, but I regard it as uncertain whether it was suitable, because it was not tested under stresses comparable enough with the working stress."

"I think that if a further test had been applied we should have seen the reason why these four bolts failed and why hundreds of others do not fail."

Mr. Valentine Holmes, Is the test you are suggesting to the court one that would be made with a machine of your own invention? It could be made that way and also in other ways.

Your are suggesting that it should be made with the Haig testing machine?—No. There are a number of machines suitable for making the test, but I may be pardoned, I hope, if I hold that my own is the best.

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SHANGHAI DALBANK
CLOSING.RESULT OF CHINESE ATTI-
TUDE IN HARBIN.CENTROSOJUS GOING AS
WELL.

The local branch of the Dalbank in accordance with orders received from Harbin, will close their books to-morrow says the *N.C. Daily News* of August 18, and Mr. Beilan, Shanghai manager, hopes to have all business settled before August 20. He said when talking to a Press representative that he intended selling the bank fixtures and fittings by public auction on August 24. The Shanghai institution financed more than \$130,000,000 worth of business during 1928.

There is apparently no idea that the Bank will be re-established, even if the crisis between Russia and China should fail to materialize. Owing to the attitude of the Chinese authorities in Harbin, the head management of the bank feel that business has become practically impossible and that liquidation is the only course. For instance the Chinese authorities in Harbin have issued orders that the Bank must hand to the police the keys to the vaults and strong boxes each day at the time of closing, and that any transactions involving a payment of more than \$10,000 must be sanctioned by the chief of police. This attitude on the part of the Chinese, under which no business could be done and which makes the safe custody of money equally impracticable, is understood to be one of the main reasons for suspension.

Possible Final Closure.

In Shanghai the depositors have received cheques for the full amount of their claims, while letters of credit (uncollected) as well as bills due, will be taken care of by an American bank. A representative of the Dalbank will remain in Shanghai to assist in the liquidation of all business, the others having been notified that their services are no longer required. Eight foreigners and about 40 Chinese are affected. Mr. Beilan does not know to which post of associated interests he will be sent, but believes that his next position will be either in Vladivostok or Petrograd.

On September 8, the shareholders of the Dalbank will meet in Harbin to consider procedure for a final closing. It is understood, however, that, when peace has been re-established, another organization may be instituted in the Far East to take care of commercial transactions between Russia and China—probably a branch of an official Russian bank.

The Centrosojus, as well, is closing its offices in Chinese ports, much to the loss of Chinese merchants, inasmuch as this firm had budgeted to spend G.816,000,000 during 1929 for the purchase of China commodities, mainly tea. To satisfy the Russian demand for tea they will go elsewhere, and intend buying what they want in India, Japan and Java.

"THE GIRL FROM
CHICAGO."CONRAD NAGEL IN HIS
BEST PART.

[BY OUR FILM CRITIC.]

Conrad Nagel, I know, one of the "matinee idols" of the movies, but his acting never interested me until I saw him yesterday in "The Girl from Chicago" at the Queen's. Then I discovered that Mr. Nagel could do more than make soft eyes and give an empty smile. Given a rôle worth playing, he can act.

"Handsome Joe" is certainly a rôle worth taking, because it entails playing two very different parts, both of which Mr. Nagel makes convincing. The story is the typical Edgar Wallace crook mystery. You are introduced to a young gentleman in the condemned cell at Sing Sing, and to his lovely sister (Myrna Loy) who is trying to prove his innocence. The brother and sister suspect one of two men "Big Steve" and "Handsome Joe" of having committed the murder for which the boy is condemned, and the sister ventures into the underworld and makes their acquaintance in order to find out the truth. It would spoil your enjoyment to tell you more, except that innocence is vindicated in the end, and I recommend the film to your notice, as it is unusually good of its kind.

CINEMA NEWS.

"FOUR WALLS."

"Four Walls," which arrives at the Queen's on Thursday, is a story of regeneration and opens with John Gilbert playing a young gang leader who shoots a man in a New York night club. He is sent to prison for four years.

His mother (Vera Gordon) and a girl, who loves him (Carmel Myers) rejoice over him when he comes out, but he finds that his lieutenant, Monk, has taken over his gang and his girl.

The girl (Joan Crawford) resolves to get Jack back, and one of the best scenes comes when the two of them stand on a roof looking over New York at night.

ADVICE FOR INVESTORS.

READERS are reminded that inquiries relating to the share market are answered on page 9 every Tuesday by "Kufan." Letters should be sent to this office, and must be accompanied by writer's name and address, not for publication. Letters should be addressed to "Kufan," care of the Editor.

PLACE FOR ERRANT SOLDIERS.

NEW CANTON ENTERPRISE.

HOW FUNDS WILL BE FOUND TO BUILD IT.

[FROM OUR OWN CORRESPONDENT.]

CANTON, August 20.

The military authorities are considering the building of a military penitentiary on Ting Ting Ridge to the East of Canton. It will be on the best European model, particular attention being paid to the question of hygiene and also the provision of instruction facilities. The cost, including a high enclosing wall will be about £105,000. The idea is that the errant soldier, while being punished will also be taught, drilled and improved.

Both General Chen Tsai Teng and Mr. Au Yang Kui, the Commissioner of Police, are strongly in favour of this project. At present any soldier who misbehaves has to be sent to one of the gaoles there to mix with all the riff-raff of the City, and to be treated like an ordinary prisoner. The idea originated with Chiang Kai Shek when he was here in 1928. He favoured a vacant plot near Fort Macao, but there was strong opposition and funds being low nothing was done. Later a site known as Sai Kwa Yuen in Fing Ning Road was suggested but again lack of funds prevented the plan from materialising.

Now a convenient windfall has come the way of the Government and they propose to pay for the penitentiary out of the sequestered estates of Mr. Kwong Kwan Leung (the son of Mr. Kwong Ming Kok, a well-known Hong Kong merchant) who is accused of embezzling Government money. The properties include several houses and are expected to raise \$100,000 at auction and the provincial authority will find the balance for the scheme.

The proposed site consists of over 111,000 square feet and is considered in all ways suitable for the purpose.

CHEN MING SHU GOING TO NANKING?

COMMUNIST THREATS DISCOUNTED.

[FROM OUR OWN CORRESPONDENT.]

CANTON, August 20.

General Chen Ming Shu is probably making another visit to Nanking and it is reported that he has booked a passage from Hong Kong and will start in a day or two. Mr. Tang Kien Wu, the Reconstruction Commissioner, and Mr. Wu Koon Yi will probably accompany him.

There are many rumours current about the supposed working alliance between the Communists and the Kuomintang Left Wing. Generals Chen Ming Shu and Chen Tsai Teng both referred to these reports in the course of speeches made at Government House and declared that the extremists had no power whatever. "All they can do," said General Chen Ming Shu, "is to threaten and criticise in newspapers which they set up in the foreign concessions."

"EMPRESS OF RUSSIA" TROUBLE.

190 NEW "BOYS" ENGAGED.

The cabin and dining room "boys" strike aboard the Empress of Russia has been settled by the signing on of about 105 new hands, Captain Holland, the C.P.R. marine superintendent, informed our representative yesterday. The ship sails for Vancouver at noon to-day, according to schedule.

Captain Holland confirmed the report that an assault had been made on board the ship upon their employment agent, Mr. Leung Yuen Wq. Fortunately, no damage was done and the assault was not of a directly personal nature. Mr. Leung is popular among the Company's employees, but he was the direct agent of the signing off process. The passengers were not inconvenienced by the strike and many of them did not realise it was in progress.

Captain Holland said that he personally, and the Company, had the very highest regard for the Chinese in their employ and were extremely sorry that a few trouble makers should have got loose among a very fine lot of men.

PLAGUE IN DES VŒUX ROAD.

OFFICIALS HUNT FOR INFECTED RATS.

MEDICAL OFFICER OF HEALTH'S REPORT.

"I am sorry to say there has been a case of plague reported in the Colony," said the Chairman, Mr. G. R. Sayer, at the fortnightly meeting of the Sanitary Board held yesterday. "This is not the first case during the past five years. I believe there were a few cases last year while I was on leave."

The Chairman went on to say that, in the opinion of the Medical Officer, it was not necessary yet to apply the stringent regulations contained in the bye-laws relating to outbreaks of plague.

Clean, Roomy House.

Dr. Fawcett, the Medical Officer for Health, said that the case came from 33, Des Vœux Road, a Chinese lady, 83 years of age, being infected. The first report received in his office, giving particulars of an enlarged gland, was of a rather doubtful nature so the speaker and Dr. Hawke took further specimens for examination.

Dr. Hawke reported on Sunday morning that he was practically certain it was a case of plague so the speaker ordered the old lady to be removed to hospital and the whole of the building was cleaned down by the Sanitary Department.

"This is a rather unusual case," Dr. Fawcett continued. "In the first place, plague occurs very rarely late in the year. Secondly, the infected person is an old lady. Although any age can contract this disease, it attacks elderly people less than young persons. Thirdly, the premises are clean and are not over-crowded."

Bedridden Lady.

Dr. Fawcett went on to explain that the old lady was bedridden and lived on the top floor of the premises with her son. In the circumstances, it was certainly very difficult to understand how she could have become infected.

At the same time, it had to be borne in mind that there were rice godowns in the vicinity and, naturally, there were also rats. An examination of the premises revealed no signs of rats or fleas so, on the face of it, the case was certainly an unusual one.

Putting all the inspectors they could spare on the job, the entire block was cleaned by order of the Sanitary authorities and a zone was drawn around several other blocks. A house-to-house inspection was made and careful notes taken of rat-runs. Poisons and traps were placed in every likely position.

One Rat Caught.

The speaker said he had kept in touch with the Medical Officer at the mortuary in order to receive reports from the bacteriologist upon any rats which might be caught in the zone. One rat was caught by means of a birdlime in the house where the case occurred.

Dr. Cameron said that it showed very suspicious signs of being plague-infected.

"I heard an hour ago," continued Dr. Fawcett, "that it showed definite signs. There are always a number of rats here, particularly in the vicinity of rice godowns. Whether this is the only plague-infected rat is doubtful although it may have bolted off a ship and found its way into 33, Des Vœux Road."

"A Very Dramatic Disease."

"This rat probably went to the top floor where the old lady was living and one of its fleas bit her. This is the way it can explain the case. Of course, we might still find a few more plague-infected rats and we are continuing to keep a careful watch."

"I wish to emphasise that I do not think there is any cause at all for general alarm. This case did not come from a poor or over-crowded district and one has to remember that it is rather late in the year for plague. I don't think we shall hear of another case."

In reply to questions put by a member of the board, Dr. Fawcett said there was no possibility of the infection lying dormant in a person for any length of time. When the infection obtained a hold, the cases either recovered or died within a few days.

"Plague is a very dramatic disease," he continued. "A person may be walking about, apparently in quite good health and then fall dead in the street."

"I am asked whether, after this case is cured, the lady will be invulnerable against future attacks. It is possible for persons to get it again. I don't think there are any cases on record but it is fairly safe to say that plague confers a certain amount of immunity, but this effect does not last long."

"It is much the same with plague as it is with typhoid."

CHARGES AGAINST U.S. JOURNALIST.

DATES FIXED FOR HEARING.

PROSECUTION AMENDED.

Aleko E. Lilus, described as an American journalist, was again before Mr. T. S. Whyte-Smith at Kowloon Magistrate's yesterday on charges of fraud. Mr. C. R. Andrews, Assistant Crown Solicitor, appeared for the prosecution and produced two new charges. He remarked that there would probably be two or possibly three further counts.

His Worship thought that the new charges did not give the full details, a criticism which he (the Magistrate) made about the original charges.

Mr. Andrews replied that the charges were based on the proper authorities. He referred to the well-known case concerning a certain R. P. Jones who went into a restaurant with a halfpenny, and, when asked for payment, replied that he had no money. The present case was similar to that. The prosecution were definitely not alleging false pretences. The offence amounted to fraud because the defendant promised to pay for certain goods whereas he never intended to pay.

Defendant said that he had been arrested at Singapore on a charge of false pretences. He did not know if that had anything to do with the present case.

His Worship replied that that was still the charge except that it had been adjusted by the Assistant Crown Solicitor. The original charge was being departed from.

Mr. Andrews remarked that he was not departing from the original charge. False pretences still appeared in the indictments, but the evidence would be that it was fraud other than false pretences.

The two new charges were read to the defendant. They referred to goods purchased from the Pioneer Silk Store and from a tailor, Ahmed Din.

Defendant said that he had already been charged in respect of the purchase made from the Pioneer Silk Store, but Mr. Andrews said that the new charge related to the same set of facts as the original count.

His Worship, addressing Mr. Andrews, said that what he really wanted on the last occasion was for the prosecution to say what the fraud or false pretences were.

Mr. Andrews said there would not be any false pretences. It would be fraud other than false pretences.

Defendant said he had money to pay for the goods he had purchased and had not left the Colony permanently. What he wanted to know was the case against him? Was it that he went to the store and got the goods and never meant to pay for them?

His Worship: Yes, that's the case.

His Worship fixed September 3, 4 and 5, for the hearing of the case.

Defendant's Free Ticket.

Defendant said that he was in Hong Kong on publicity work and his return ticket expired on September 1. If the case was not concluded by that date he would lose his free ticket.

Regarding the question of bail defendant asked for a reduction of the present bail of \$1,500 to \$500. His Worship replied that \$500 was out of the question.

Mr. Andrews said that the money involved amounted to \$483 and of this \$310 had been recovered.

His Worship fixed the bail at \$1,000.

Defendant on leaving the Court made a complaint against his solicitor. He said that the latter had promised to call at the gaol but had failed to do so. His Worship advised him to consult another solicitor.

OPIUM SMUGGLING.

BIG SHANGHAI SEIZURES.

Shanghai.—At 2 p.m. on August 12, inspectors of the Shanghai Maritime Customs discovered 15,000 oz. of opium on the s.s. Tuckoo, belonging to Jardine Matheson Co. No arrests were made. According to the Customs officers a large quantity of opium was also seized on the s.s. Saywo a few days ago.

ROUND THE COURTS.

AMERICAN SAILOR WHO WAS "BEATEN UP."

"I had a captain and a mate who beat up on me and I wanted to quit before I hit the trail for the hospital," said Walter Edward Schultz, an American seaman, when charged with vagrancy before Mr. T. M. Hazlerigg yesterday.

The defendant explained that he arrived in Hong Kong by the Golden Star and left the ship to see the American Consul thinking he had a perfect right to do this.

His Worship was told that the American Consul had handed the defendant over to the Police in order that he might be kept in the House of Detention until arrangements had been made for sending him away. The Consul had indicated that he would meet all expenses. Schultz was accordingly committed to the House of Detention.

A NEW FISH STORY.

A Chinese fisherman who selected a spot in Connaught Road West met with such success that he attracted a crowd of waterfront workers to admire his skill. Among the spectators several realised that there was an opportunity for them to obtain fish at less than market prices. The fisherman did a roaring trade, but unfortunately for him, a European Sergeant came on the scene and took him up for a breach of the Hawkers' Ordinance.

He was fined \$4 by Mr. T. M. Hazlerigg yesterday and although he emptied his pockets in Court to show His Worship that he had no money on him, and therefore could not have done any business, the Magistrate was unconvinced.

POVERTY PRESSES.

Despite frequent raids by members of the P.W.D. on squatters in Wongneichong, the villagers of this district return again and again to the site of their old home and erect their hovels once more. A woman was brought before Mr. T. M. Hazlerigg yesterday and fined \$5 for committing this offence. His Worship in imposing the punishment said he agreed that these people were miserably poor and probably could go nowhere else.

The woman explained to His Worship that the hovel was the only shelter she had for herself and her two children. The youngsters are now in the hands of the authorities, His Worship directing that the P.W.D. representative in Court should look further into their circumstances and see what could be done.

"WON'T INTERFERE."

Miss Pearl Woo who has to answer a summons for a motoring offence was not present in Court when her name was called yesterday morning. Sub-Inspector Nichols told Major C. Willson who was on the Bench that Mr. Hamilton had indicated last week that if Miss Woo did not make an appeal he would issue a warrant for her arrest. Major Willson, however, decided that he would not interfere with Mr. Hamilton's arrangements and adjourned the case for a week, it having been partly heard by the Senior Magistrate.

Miss Woo is summoned for not having proper control of her car.

RED THURSDAY ARRESTS.

A remand until Monday afternoon was ordered by Major C. Willson yesterday when three Chinese, who are charged with seditious propaganda, were brought before him. The men were arrested on August 1 (Red Thursday) in Connaught Road West while distributing the pamphlets, etc.

TWO DAYS' TOO SOON!

A Chinese banisher was before Mr. Whyte Smith for returning from banishment. Defendant had been banished in 1919 on August 21, and was arrested on Monday. His Worship remarked that the defendant's time was nearly up being only two days too soon. It was easily possible for a man to make a mistake of two days in ten years, and it would be absurd to impose the usual penalty.

The case was adjourned.

ASSAULT ON A MARRIED COUPLE.

Charged with assaulting a married couple and causing bodily harm at No. 70, Wai Ching Street, Yau-mat, a Chinese was remanded for 48 hours by Mr. Whyte Smith pending the recovery of the victims who are in hospital suffering from injuries, inflicted, it is stated, with a chopper.

(Continued at foot of next column.)

DISPUTE BETWEEN INDIANS.

SUMMARY COURT ACTION FOR \$70.

LOAN MADE TO WATCHMAN SINCE DEAD.

Two Indians were litigants in a Summary Court action before the Puisne Judge (Mr. Justice Wood) yesterday for the recovery of \$70. The plaintiff, Harit Singh, claimed this sum from Oyagar Singh, as the administrator of the estate of a deceased watchman, Bunta Singh.

Mr. Horace Lo, who appeared for the defendant, asked leave to set up a special defence of Statute bar, of which he had not given notice to the other side. When the plaintiff was asked for particulars, he said there were no documents, the loan was made in November, 1925, and he had been paid \$35 on account in May, 1926. Mr. Lo said that he had since learned from his client that Bunta Singh died in December, 1925, and if there had been any repayment the defendant would know of it.

His Lordship permitted Mr. Lo to set up that defence provided, if he succeeded, he would not recover costs prior to the present stage of the case.

Money Given for Safe Custody.

The plaintiff stated in evidence that in September, 1925, he was employed at Chater Bungalow where Bunta Singh was the No. 1 watchman. Being a newcomer, he entrusted \$50 to Bunta Singh for safe custody, but the latter died in December. The defendant then became administrator of deceased's estate, and in spite of repeated demands for repayment of his money he had only received \$25 in May, 1926.

A witness called by the plaintiff, describing himself as the secretary of the Sikh Temple, told the Court that the plaintiff had complained to him of the debt, and that he (witness) had asked the defendant Oyagar Singh to appear before the temple committee. The defendant, however, did not do so.

Mr. Lo explained that the defendant was prevented from attending before the committee owing to injuries received by the bursting of a water tank on the Praya.

Witness replied that this had never been brought to the notice of the committee.

Duty On \$4,000 Estate.

After hearing further evidence, His Lordship asked Mr. Lo how he could say that the defendant had never had any assets in his hands when a witness had stated that the defendant paid estate duty on \$4,000.

Mr. Lo said that the duty money was paid by the defendant out of his own pocket in anticipation of collecting the estate, but he had not been able to do so.

His Lordship: You go so far as to state that the defendant has never had money in his hands belonging to the deceased?

Mr. Lo replied that whatever money may have come into the defendant's hands had been properly applied and there had never been any money in his hands out of which he could have paid the plaintiff.

His Lordship pointed out that if the defendant had paid duty on \$4,000 and had never had control of any of the estate, he had overpaid and was entitled to recover something. Had he tried to recover anything?

After consulting with his client, Mr. Lo said that the defendant had not been aware that it was possible to make any claim for duty paid. It was a point which did not occur to a man like the defendant.

His Lordship asked if Mr. Lo believed the defendant would have paid money for nothing, adding that it was hardly likely he would do so unless he got something in return.

Estate Returns Only \$50.

Giving evidence, the defendant said that as administrator of the estate he received only between \$40 and \$50, which had been paid into Court on judgment summonses. The papers and promissory notes belonging to the estate were in his possession, and they were still outstanding. Plaintiff had never asked him for the money.

His Lordship reserved judgment.

CAUGHT IN THE ACT.

A Chinese who was caught in the act of receiving two stolen blankets out of a port hole of the s.s. Empress of Russia, lying at the Kowloon Wharf, was sentenced to one month's hard labour. The defendant was arrested by one of the "Emergency" constables sent on board in connection with the recent trouble.

FATAL QUARREL.

Two foks of a poultry stall at Mongkok Market quarrelled and in the fight that ensued one was hit with a wooden clog. He was removed to the Kwong Wah Hospital where he later died from the injuries received. The police are detaining the man who is alleged to have caused his death.

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| 5162 | WHY IS THE BACON SO TROUGH? | NORMAN LONG |
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IN Order that A COMPLETE LIST may be maintained for Record Purposes, will Those LADIES and GENTLEMEN Resident in Hong Kong, Other Than Those Now Serving in His Majesty's Forces, who have had Any Decoration conferred upon them by His Majesty the King, please inform the CHIEF CLERK, COLONIAL SECRETARIAT if This Has Not Already Been Done.

(8259)

IN RE J. E. HANCOCK (DECEASED).

ANY Claims against the Late Mr. J. E. HANCOCK should be forwarded Without Delay to F. N. OWEN, c/o Messrs. Downwell & Co., Ltd., Grant Buildings, Hong Kong. This Notice admits No Liabilities.

(8262)

GOVERNMENT BILLS, ETC.

TENDERS FOR SPECIE and MEXICAN DOLLARS current in this Colony, for Telegraphic Transfer, on the Local Commissioners of His Majesty's Treasury, London, up to and for the Sum of \$50,000, will be Received by the TREASURY CHEST OFFICER, COMMAND PAY OFFICE, until 11 o'clock A.M. on the 21st AUGUST, 1929.

The Tenders to state the Total Amount (in Pounds Sterling). No Telegraphic Transfer will be made for less than £100. The Tenders to be in Duplicate, and in Sealed Covers, addressed to the TREASURY CHEST OFFICER, COMMAND PAY OFFICE, and enclosed "TENDERS FOR GOVERNMENT BILLS, ETC."

The right to accept or reject any or all of the Tenders is reserved. Copies of Forms of Tender can be had on application. "Persons tendering for (Bills) are hereby Notified that, having regard to the provisions of the Act 23 George III, Cap. 46 and 41, George III, Cap. 62, the acceptance of any such Tender is subject to the express condition that no Member of the British House of Commons shall be admitted to any share or part in or to any benefit to arise from the Contract thereby made for the allotment of such (Bills)."

"The provisions in question do not apply to Contracts entered into by any incorporated Company in its corporate capacity and made for the general benefit of the Company."

R. A. B. YOUNG, Colonel, R.A.P.C., Treasury Chest Officer, His Majesty's Treasury Office, Hong Kong. (8260)

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WEATHER REPORT.

Yesterday's weather report, forecast and remarks, issued by the Royal Observatory at 4 p.m., stated:—

The anticyclone is stationary over Japan and the depression over Tongking. A typhoon may be forming about 150 miles south-east of Pratas.

Local Forecast:—N.E. winds, fresh, cloudy generally, probably rain later.

Mamla, August 20, 7 p.m.—A typhoon is reported in about 118 deg. Long. E. and 20 deg. Lat. N., moving W.

Editorial and Business Offices: 11, Ice House Street. Tel. Central 12.

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London Office: 21, Bride Lane, Fleet Street, E.C. 4.

The Daily Press.

HONG KONG, AUGUST 21, 1929.

SPUTTERINGS OF WAR.

ABOUT a month ago the U.S. Secretary of State called the attention of the Chinese and Russian Governments to their obligations under the Kellogg Peace Pact. "No Russian troops will enter Manchuria unless China invades our territory," was the authoritative statement made at Moscow to foreign Press representatives inquiring Russian intentions. A similar statement was made by the Chinese Government many weeks ago, yet the Sino-Russian quarrel goes spluttering on, and nobody appears to know exactly what the position is, except that it has become more threatening. Troops, tanks, guns, and airplanes are reported to be moving up as a precaution against invasion by parties which have both declared their intention to take no aggressive action. It has been repeatedly stated by both parties that Russo-Chinese differences can be settled without resort to arms, yet preparations for hostilities are being pushed on, with seemingly no effort being made to have the issue discussed amicably.

Britain, France, and Italy have expressed the hope that their co-signatories to the Kellogg Pact would remember—even in the early heat of their quarrel—their solemn obligation to refrain from war as a means of settling their differences. Beyond expressing these pious hopes that everything will work out satisfactorily, nothing has been done by the Powers to assist in effecting a settlement of the Sino-Russian quarrel. China declares that Russia has already committed acts of aggression, which of course is promptly denied, and the situation is drifting very dangerously in the direction of definite hostilities.

The real test of effective diplomatic machinery for guaranteeing international peace comes only at a crisis such as this, and the present situation does not give much ground for satisfaction. Why is it that the Powers are standing aloof—almost holding the ring in anticipation of a conflict? Russia, we know, has few friends among the Great Powers; China has many, to judge by frequent public speeches and addresses by diplomats and other publicists. If political hostility toward Russia precludes the Powers from taking any action in that direction, what is the factor which restrains them from offering friendly advice to China? Or have such overtures been made, and been rejected? Or is China being supported in the attitude she has taken toward Russia? Whatever the explanation, the fact remains that Russo-Chinese bickerings have been going on now for about six weeks without any result other than further to inflame feeling on both sides. And the Kellogg Pact—since it contains no penalties for enforcing observance of its provisions—might just as well not have been signed by either party for all the effect it has had upon the situation. It is not yet too late to hope that good sense will prevail, both in Nanking and Moscow, and that a serious clash will be avoided.

Neither Russia nor China can gain anything by fighting, but both stand to win much by keeping their heads in the present crisis, and carrying out their professed desire to settle outstanding differences amicably.

There appears to be only two solutions of the Chinese Eastern Railway tangle which give any assurance of permanence. One is to place the railway under an international commission, a solution to which both China and Russia would object. The other is for the Soviet Government to sell out its interests in the railway to China. The last solution seems the only feasible one. The Chinese Eastern Railway has been a source of constant friction ever since the Mukden Agreement placed the line under joint Sino-Russian management in 1924. If the railway is restored to its former status, the source of friction remains, but strongly intensified by the ill-feeling aroused on both sides by the present crisis. Chinese and Russians who have held high places in the railway service since the Mukden Agreement went into effect are agreed only on one point—that harmonious operation of the railway is not possible under joint management. Soviet Russians and Chinese partners in the railway are bound to disagree, and so long as one group's power is almost equal to the other's, as the railway agreement provides, friction is inevitable.

One point which makes this true is that Moscow sends Communist leaders to the principal railway posts. Communists naturally like to spread their doctrines. And the Chinese in Manchuria are even more bitterly opposed to Communism than those further south. So long as the Communist Party rules the Government at Moscow, it is difficult to see how they can fail to give Communists posts on the railway. The Mukden Agreement was so arranged that the closest harmony must prevail between the Soviet and Chinese partners in the railway, if the line was to be efficiently operated. But such harmony, in the very nature of the case, appears impossible. The two groups have diverse viewpoints which can hardly be reconciled. The Chinese appear convinced that Soviet Russians are disposed to conspire against the Chinese State in Manchuria. They will always be viewed with suspicion, and so long as they retain an interest in the railway which gives them at least partial control of the economic progress of North Manchuria, the Chinese will offer either active or passive resistance to their schemes, sound or otherwise. This has been true during the five years of joint operation, and the keenest observers cannot see how the arrangement can be altered so long as the Russians retain their present interests.

It is agreed by all classes of observers in Manchuria that the Chinese are determined to exercise full control of the Chinese Eastern Railway. They may give way here and there as necessity dictates, but none in touch with the situation believe that the Soviet Russians will be permitted the same degree of control which they have exercised for five years. Several Chinese leaders were quite frank in asserting that the Chinese can no longer tolerate the status of Soviet Russians in North Manchuria which they have enjoyed for the past five years. Meanwhile, so long as any sort of joint operation of the railway continues, the economic progress of North Manchuria suffers. This great country is just opening up, with untold possibilities in agricultural and mineral development. The railway is the life-giving artery of the district, and its operation should be along strict economic lines, in which case it could afford great benefits to millions of immigrants from Shanghai and elsewhere.

The forthcoming wedding is announced of Mr. George Heaton Hodgson, Chief Officer of the s.s. Mau Sang, to Miss May Baldwin, of the Peninsula Hotel.

Rear-Admiral Maclean leaves London on September 4 in the s.s. Macedonia to relieve Rear-Admiral Tweddie as Rear-Admiral and Senior Naval Officer on the Yangtze.

News and Views.

The forthcoming wedding is announced of Mr. George Heaton Hodgson, Chief Officer of the s.s. Mau Sang, to Miss May Baldwin, of the Peninsula Hotel.

A useful gift these days is to hand from Messrs. Shewan, Tomes (agents for Scott's Emulsion) in the shape of a few fans, artistically decorated, and strong enough to give the wielder good service throughout the remainder of the warm weather.

Among the passengers, who left yesterday by the s.s. President Cleveland for Seattle via ports were Mr. J. W. Mayhew of the Standard Oil Co.'s local office, who is going to the United States, and Mrs. B. A. Froulx, wife of the passenger agent of the Dollar interests in Hong Kong who is on a pleasure trip to the North.

Interport Cricket.

News has been received in the Colony to the effect that the invitation from the Hong Kong Cricket Club to Shanghai, suggesting that a team be sent down to play an Interport match, has been accepted. A similar invitation sent to Singapore has not yet been responded to, and an answer is not expected before about the third week in September. It is hoped the southern port will be able to send a team to Hong Kong in order to make a triangular contest possible. Meanwhile, the Shanghai-Hong Kong match has been fixed for November 9, 10, and 11.

Strange Bank Regulations.

Definite closure of the Shanghai branches of the Soviet Bank and the Soviet trading organization "Centrosjuz" has spread woe among the ranks of Chinese merchants, who had hoped to participate in the garnering of some U.S. \$18,000,000, which Soviet Russia had intended to spend during 1929 for various Chinese commodities, chiefly tea. This money will now flow into the pockets of other merchants in India, Java, Japan, and the Near East, and Chinese tea dealers in particular are apprehensive that even a subsequent resumption of diplomatic and trade relations with the Russians may not have the effect of restoring all Russia's former purchases. During the past year the Dalbank in Shanghai is understood to have financed over \$120,000,000 worth of business. Soviet Bank authorities are indisposed to hold out any hope of reopening under any circumstances because of the attitude of the Chinese, and in Eastern particularly the prospects for resumption of the Dalbank are said to be dark because of new and irksome regulations imposed just before the Harbin branch closed. These regulations provided that the bank must give the police the keys of the vaults and strong-boxes each day at closing time, and that any payments of more than \$10,000 must be sanctioned by the Chief of Police. Rightly or wrongly, the Soviet officials are of the opinion that this would open the door to squeeze, pressure, and downright speculations, and they will have none of it.

The Lossiemouth Talks.

General Dawes, the U.S. Ambassador in London, has had another long conversation with Mr. Ramsay MacDonald. What they discussed is not revealed, as the whole essence of the conversations is that they should be confidential. But folks will talk, and it was already known that General Dawes would follow the Prime Minister to Lossiemouth if it were found necessary to continue their conversation during the Parliamentary recess. The last meeting between Mr. MacDonald and the U.S. Ambassador was on August 6, and it is believed the main subject of their conversation then was the troublesome problem of Anglo-American parity in cruisers. Britain insists upon maintaining a minimum strength of 30 cruisers, aggregating 400,000 tons—a proposal which would mean that the United States would have to build additional ships to reach that parity. General Dawes is reported to have suggested to Washington that cruisers of the Omaha class should be built to bring the American fleet up to British standard, but President Hoover is understood to be opposed to the idea. Hence—perhaps—the "highly important" communication just received from Washington which necessitated the U.S. Ambassador making a trip to Lossiemouth for another talk with Mr. MacDonald. All being well, the Prime Minister will be visiting Washington very shortly—the first time such a visit has been paid. As the President is forbidden by law to visit Europe, Mr. MacDonald has to go to the United States if the two spokesmen of the English-speaking nations are to meet. Before he leaves London it is necessary that some degree of agreement has been reached, and we hope the latest Lossiemouth talks will result in that happy stage of affairs being attained.

An aged beggar in Shanghai, weeping bitterly before the home of a prosperous Chinese employee of a foreign tobacco firm, caused inquiry to be made, with the result that it was learned he had sold, through two middlemen, his small son to the tobacco employee for a sum which started out as \$10 gold, but dwindled to 25 cents by the time it passed through the middlemen's hands. While by Chinese ideas the sale of a prospective heir to a childless man was regular, the middlemen's cupidity was not, and they are under arrest and facing the prospect of a long prison term.

Miss Margaret Bondfield, Minister of Labour, recently received a deputation from the Musicians' Union, who protested against the employment of foreign musicians in Great Britain. The deputation urged that in view of the widespread and increasing unemployment among British musicians, notably since the advent of the "talkies," there should be a stricter application of the article of the Aliens Order of 1920 which permits foreign musicians to be employed in certain cases. A special protest was made against nine foreign musicians being permitted to play at a West End café. Miss Bondfield promised to give the question consideration.

The shortcomings of "talkie" films were discussed by Mr. H. G. Knox, managing director of the Western Electric Company, at the annual conference of the Cinematograph Exhibitors' Association, held at Great Yarmouth recently. "When we get practical perfection there will still be something lost from music when it comes from the microphone. It is true that in reproduced music you cannot hear separate instruments as you can when listening to an orchestra. That will always be, in my opinion, one of the limitations of microphone music." Many improvements would be necessary before the lip of the female characters disappeared and they obtained the niceties and colour tone of musical instruments.

Aeroplane and Airship.

At Larkhurst, New Jersey, Lieut. Gordon, a naval aviator, recently accomplished for the first time the feat of attaching his observation aeroplane to an airship. While the naval airship Los Angeles was cruising at a moderate speed Lieut. Gordon came up under the hull and, adjusting his speed to that of the airship, made contact through a hook between the upper wing of the aeroplane and a rigid trapeze suspended about midway from the lower side of the airship's hull. He hooked up three times, and each time detached himself and flew away. Aeronautical experts consider the test of great importance, as it will extend the range of bombing aeroplanes and give airships another weapon of defence.

Ingenuous Smuggling.

As a result of complaints from the jewelry trade that Swiss watches were being sold in New York at about half the usual price, an ingenious smuggling scheme has been discovered. The United States duty on the works of watches is 82, as compared with the Canadian duty of 10½ cents, but the Canadian duty on watch cases is much higher than the United States duty. Investigations revealed that a ring of persons connected with the jewelry business has been importing large quantities of watch cases to the United States and the corresponding watch works to Canada. Then the works were smuggled over the border into the United States in cleverly designed spare motor-car tires. Similarly cases were smuggled into Canada. The traffic reached large dimensions. More than a dozen people have been arrested at New York and the Canadian police, who are co-operating, have made other arrests.

Aviation in East Africa.

A revival of interest in aviation in East Africa is indicated by the formation of a company, to be known as the "Wilson Airways," to provide inland and coastal services. The controlling financial interest is held by Mrs. F. K. Wilson, widow of a Kenya settler, and Mr. T. Campbell Black will be managing director of the new company. The company's first machine, will be a De Havilland Gypsy Moth. It will be used for "taxi" work and instruction. The company has ordered two three-engined machines, one of which is an Avro five-seater saloon monoplane, and the other a four-seater saloon Westland monoplane. One of these machines will be fitted with floats for coastal service between Mombasa, Tanga, Zanzibar, and Dar-es-Salaam. If occasion offers it is hoped to extend the line to Beira (Portuguese East Africa), which would bring Johannesburg and Cape Town within five and seven days respectively of Nairobi. The other machine will be used for the inland services. It is intended to provide links with the main Cape to Cairo route.

By the arrest of two men, Charles Bourbe and Louis Penjean, and a woman, Paulette Belin, the Paris police claim to have broken up a gang of jewel thieves, which, over a period of three years, is believed to have been responsible for robberies to the value of more than 1,500,000 francs. André Soyantian, an Armenian, has also been arrested on a charge of receiving. In each case, it is alleged, Bourbe entered the household of his prospective victims as a valet, and soon disappeared with large quantities of jewelry. The Marquis de Granay was robbed of 3,000,000 francs worth of jewelry, Mr. Keith Trevor lost 600,000 francs worth, and Mme. Levi-Brulle also suffered heavy loss.

The fact that Hurstmonceux Castle, beloved of visitors to Hastings and Eastbourne, is again for sale, recalls that during the latter part of the eighteenth century, the castle was generally supposed to be haunted by a giant drummer some eight feet in height, who always announced his arrival by a furious tattoo. In the porter's lodge within the gateway may be seen an iron chest which, the story goes, was found by a gang of marauders in one of the subterranean passages. They were convinced that the chest was filled with gold and were carrying it away when the dreaded tattoo was heard. They belied. Some years later it was discovered that the "ghost" was a ruse of smugglers who frequented the district.

While the King of the Belgians and an A.D.C. were bathing at Mariakerke, near Ostend, last month, a man got into the King's private bathing-tub and stole a gold watch and chain, a locket containing a picture of the Queen, with the inscription "Dieu te Garde," and some money. The total value of the stolen articles is 35,000 francs. The A.D.C.'s note-case, containing several thousand francs, was also stolen next morning. A jeweller at Blankenberge noticed that a chain which he had bought from a casual seller at his shop was the King's chain. The inscription on the locket had not been erased, but the portrait of the Queen had disappeared. The jeweller informed the police, and the thief, a Russian named Ichin, was arrested soon afterwards. The watch has so far not been recovered.

Looking Back 25 Years.

The treat given by His Excellency the Governor to some of the European children of the Colony suggests the reflection that children whose fate it is to be brought up on this "tight little island" miss a great many of those pleasures which their parents associate with childhood's happy days—the many school-treats, the games in the meadows, or by the seafront. How little has been done for the children in Hong Kong! Not even a small patch of green sward has been reserved for them, nor, within walking distance, a bit of sandy beach where they may frolic and grow! They have to be thankful that they are allowed to gambol on the paths of the public gardens under the vigilant eyes of the park-keepers. Kowloon children will be more fortunate, I suppose, when the King's Park is ready—but can hardly be regarded as a prospective pleasure for the present generation of Kowloon children. I have no idea of the number of European children in the Colony under the age of twelve, but it is safe to say that the children entertained at Mountain Lodge on Wednesday formed but a small fraction of the number, and this fact alone serves to draw attention to the need of some centrally-situated recreation-ground for young children on the island. It is a matter which, in the interests of the juvenile European population, might well engage the serious attention of the Government. Botanical specimens with Latin labels do not appeal to the little folk as do a few swings.—*Hong Kong Daily Press*, August 22, 1904.

Looking Back 50 Years.

Ng Ako, a coolie, was charged by Thomas Logan, a private in H.M.'s 27th Regiment, with creating a disturbance at Government House on the 16th instant. It appears that on the previous afternoon the complainant was on duty on the Government House guard. The prisoner and three or four other coolies were standing on the opposite side of the road talking loudly. The complainant told them to move on, and they all left but the prisoner, who went over to the complainant, and said something to him in Chinese. The complainant again ordered him away, and the prisoner told him in English "to go to hell," and caught hold of his jacket while his gun was on his shoulder. Complainant then took the prisoner in charge and handed him over to the corporal of the guard. Fined \$1, in default two days' imprisonment.—*Hong Kong Daily Press*, August 21, 1879.

CHINESE TROOPS GROW TRUCULENT.

HOURLY FEAR OF HOSTILITIES.

SOVIET DEFENDS THE "INVASION."

RUSSIAN PRISONERS' PRIVATIONS.

[THROUGH REUTER'S AGENCY.]

TOKYO, August 20. Manchuria is fearing an outbreak of hostilities any moment. Chinese and Russian merchants have already withdrawn, and Japanese merchants are prepared to follow their example; but this is due to business depression rather than to apprehension, that a Sino-Russian clash is imminent.

Harbin reports say that late last night an engineer was seriously hurt and two others slightly injured, when the locomotive of a train from Harbin was blown up near Tapiolin.

The explosion, which was said to have been due to a bomb on the railway track, as a fuse was found nearby, is attributed to some Soviet malcontent.

Ominous Signs.

LATER.

The number of Chinese troops on the border and the railway is increasing, and they are assuming a more truculent attitude, compared with the passivity hitherto maintained.

It is noteworthy that the Chinese authorities, through the medium of radio and newspapers, are circulating reports detrimental to the Soviet, alleging that Soviet troops are guilty of incendiarism, looting and invasion of the border.

Troops From Pukow.

MUKDEN, August 19.

The National Government's Chief of Staff, General Ho Chen Chun, today interviewed General Chang Hsueh Liang and informed him that the National Government was moving up important forces from Pukow, and concentrating them inside the Great Wall. The troops could be placed under the orders of General Chang Hsueh Liang for use in Manchuria if necessary.

With reference to the Soviet's denial of invasion of Chinese territory, it is noteworthy that the inhabitants of Manchuria and Hailar are taking refuge in Harbin.

Heavy Fighting.

Two hundred Soviet troops crossed the Amur and raided, looted, and burned the villages in Wuyuan, Northern Heilongjiang, while on the Eastern front, Russian cavalry from Nikolai attempted to capture the city of Tungninghsien, resulting in violent fighting. The town was taken and retaken several times, eventually remaining in Chinese hands.

Mukden is sending tanks, aeroplanes, and searchlights to the fronts.

SOVIET STATES ITS CASE.

WHY "REDS" CROSSED THE BORDER.

[THROUGH REUTER'S AGENCY.]

Moscow, August 20. The official Tass Agency reports that owing to frequent raids in Soviet territory by White Guards and Chinese detachments organized in Chinese territory, the Foreign Commissariat has sent a statement to the German Embassy for submission to the Nanking and Mukden Governments.

The statement enumerates the alleged incidents, with a view to proving the falsity of Chinese reports to the effect that Soviet troops have attacked Chinese forces. It specifies seven incidents between July 15 and August 18, of which the most serious was on August 10, when a Soviet border detachment was attacked near the village of Cherninevo, 5 Soviet troops being killed and 6 wounded.

The statement also mentions two attacks on the warship "Boadbenot" in the Sungary River, and adds that the Red Army's crossing of the border is the outcome of all these raids. However, the Soviet is doing its utmost to prevent its troops crossing even at isolated points.

It considers that the Chinese Government must disarm the White Guards, and prevent Chinese raids, otherwise it holds the Chinese Government responsible.

China Still Firm.

NANKING, August 20.

Dr. C. T. Wang, Foreign Minister, speaking yesterday in connection with the Sino-Russian situation, reiterated that the National Government will continue to maintain a firm but conciliatory attitude in defending Chinese territory and National rights, adding that the Communist activities conducted by the Soviet and their consequent scourge in China are too well known to need reiteration.

"In order to spare the people chronic and devastating disturbances China is unwavering in her determination to rid the country of Communist activities."

Defensive Measures.

Dr. Wang confirmed that the National Government has ordered Chang Hsueh Liang to send 60,000 men to the front for defensive purposes in view of the threatening offensive attitude of and raids by Soviet troops across the border, adding that the Government is ready to despatch further reinforcements if and when necessary, the chief object being to maintain peace and order and prevent Soviet troops pillaging Chinese towns.

Soviet Allegation Denied.

TOKYO, August 20.

Declaring that the Soviet have become increasingly aggressive since Friday, the Chinese Minister in an interview with the Chief of the Asiatic Bureau emphasized that the Chinese troops had no intention of retaliating, though they were prepared to act if the Soviet attempts to invade Chinese territory.

Referring to the Soviet allegation that China had broken her promise to restore Soviet officials on the Chinese Eastern Railway, the Minister asserted that the Chinese Government never committed themselves to any such pledge.

Kuomintang Want a Fight.

SHANGHAI, August 20.

According to the Kuo Min Agency the leading Kuomintang generals are urging the National Government to declare war against Russia and they offer to lead their units as advance forces of the National Army.

It is reported that Marshal Chiang Kai Shek is due here to-morrow to inspect the troops in the Shanghai-Woosung area.

RUSSIAN INTERNEES

ILL-TREATED?

MOSCOW'S ALLEGATIONS.

[THROUGH REUTER'S AGENCY.]

TOKYO, August 20. A Harbin report says that the 39 members of the Soviet Consulate staff gave up their hunger strike when the German Consul intervened and secured an assurance from the Chinese authorities that they would be given a formal trial within a week.

All the Soviet prisoners are emaciated, the hunger strike coming on top of three months' imprisonment. Three have been sent to hospital.

MOSCOW, August 20.

The Tass (official) news agency publishes reports from Soviet sources at Harbin alleging that "concentrating camps" have been formed there and are filled with Soviet citizens who have been arrested brutally.

He Stobbe, the German Consul at Harbin, has visited the camps. He stated, says Tass, that the prisoners were half naked, and that the food is rotten and that many of the women prisoners are ill.

Ill-Treatment Confirmed.

PEKING, August 20.

A very reliable foreign report from Harbin yesterday, summing up the present situation in Manchuria, states that the frontier situation is grave.

It goes on to say that small Russian raiding parties have clashed with Chinese troops near Manchuria, Suifenho and Lohansu, on Chinese soil. The total Chinese casualties so far are about 200 killed and wounded. Minor cases of sabotage continue along the railway.

The report also states that individual Chinese soldiers at Harbin are badly treating Russian and Japanese women, while it is reliably reported that the Chinese military officials are treating the Soviet prisoners and interned people cruelly.

Customs officials reaching Harbin from Tachien report that Chinese troops are evacuating that area, which is constantly pillaged by Russian raiding parties. Messages from Mukden state that reports concentrating there indicate that the main object of the Russian raids across the border is to seize food-stuffs. So far there is no confirmation of the "ten thousand invasion" which is regarded as mythical.

POLICE LOCKED UP!

AMAZING AFFAIR IN TIENSIN.

CHINESE STRATEGY.

[THROUGH REUTER'S AGENCY.]

TIENSIN, August 20.

Extraordinary scenes were witnessed to-day at the premises of the Elbrook carpet factory, an American concern situated in the British concession.

Following a threatened strike as a result of some dismissals last week, the management decided to close down the factory, but the move was forestalled when workers, armed with iron bars and bricks, barricaded themselves in. Not content with this, they locked in 1 foreign and 4 Chinese municipal police, who had gone to the scene to avert a possible disturbance when the management was to pay off the workers.

The position was very ugly, in view of the threatening attitude of the workers, but following a visit of the British and American Consuls appeals were made to the Chinese authorities, a representative of whom entered the factory disguised as a workman, assuring the workers that their terms would be considered by the management.

The "workman" induced them to open the factory and continue working, and incidentally to release the police, who had been imprisoned almost five hours.

APPOINTMENTS IN NANKING.

[THROUGH REUTER'S AGENCY.]

NANKING, August 20.

Chu Shou Kwan has been appointed Vice-Minister for War, and Chang Hui Chan, "China's Lindbergh," Chief of the Aviation Bureau.

THE FIGHT AT JARAINOR.

10,000 RUSSIAN SAID TO BE INVOLVED.

(Wah Tze Yat Pao.)

SHANGHAI, August 20. Soviet troops attacked the Chinese forces at Jarainor on August 18. The Chinese, in self-defence, returned the fire and a sharp fight ensued.

Soviet cavalrymen concentrated on the Chinese Eastern Railway, attempting to blow up the railway bridges, but were eventually driven away. The casualties of the Chinese troops were 27 killed and 81 wounded.

Return to the Charge.

Over 10,000 Soviet troops again attacked Jarainor, assisted by heavy artillery and machine-guns at 5 a.m. on the 17th, but the Chinese troops offered strong resistance. Reinforcements were rushed from Hailar, and finally routed the Russians.

Casualties on both sides were considerable.

GENERAL GALENS IN COMMAND.

IDENTICAL WITH BLEUCHER.

A few days ago the announcement was made that a special Russian Far Eastern Army had been formed and placed under the command of General Bleucher. In Shanghai Russian circles it is freely stated that General Bleucher is none other than General Galens who was chief advisor to the Nationalist army during the march from Canton to Hankow in 1926 and afterwards at Hankow till the final breach of the Nationalists with Moscow in the summer of 1927.

After leaving China, "Galens" went to Moscow where he remained some time. Then he was appointed to Kharkov, which position he has apparently held until called again to the Far East. General Bleucher is said to be a grandson of the famous Marshal who led the Prussian army at Waterloo.

Those who know "Galens" speak highly of his ability and personality. He knows every unit of the Chinese army and the ability of each of its commanders. He was instrumental in training many of the newer elements in the army.

Among Russians, there was considerable speculation as to whether "Galens" appointment will be followed by some recognition for Comrade Borodin who is now Vice-Director of the Tass News Agency in Moscow.

SCHNEIDER TROPHY PROSPECTS.

PROMISE OF TERRIFIC SPEEDS.

AMERICA TO RACE.

[BRITISH WIRELESS SERVICE.]

RUGBY, Aug. 20.

The Gloster Napier Six is expected to prove the fastest of the machines which will compete for Great Britain in the Schneider trophy race. A speed of 400 miles an hour is predicted for the machine.

Her trial trip will be made, in secret when the aerodrome is closed to everyone not officially connected with the practice for the race.

340 Miles An Hour.

Reuter says that according to the newspapers a speed of 340 miles an hour is believed to have been attained by the super-marine Rolls Royce British Schneider Trophy seaplane, flown by Flying Officer Waghorn, yesterday at Calshot.

An American Entry.

ANNAPOLIS, Aug. 19.

America has definitely decided to compete for the Schneider trophy, and the Naval Academy announces that Lieut. Alford Williams (Mercury racer) is going to England to participate in the race.

Williams is backed by private individuals. The Navy Department is officially not concerned. Williams' friends predict that he will attain a speed of 400 miles an hour.

MR. YOSHIZAWA SAYS "GOOD-BYE."

A POPULAR MINISTER.

[THROUGH REUTER'S AGENCY.]

PEKING, August 20.

This evening Mr. Yoshizawa bade farewell to Peking, after six years of work as Japanese Minister here.

During the few days he has been here since he came from Nanking, the Minister has been the recipient of countless expressions of goodwill, and regret at his departure, from all foreign and Chinese communities. This evening the platform was crowded with hosts of friends waving farewell.

Counsellor Horinouchi is Charge d'Affaires pending the appointment of a new Minister.

WEATHER FORECASTING CONFERENCE.

LORD THOMSON'S PROPHECY.

[THROUGH REUTER'S AGENCY.]

LONDON, August 20.

Leading meteorologists of the British Empire to-day met at the Air Ministry to discuss weather forecasting in its bearing on the Empire generally, and aviation and also agriculture.

The Minister for Air, Lord Thomson, presided, and hoped the conference would arrive at some common methods of communicating with ships. He visualized the time when airships and aeroplanes would be guided, like ships, by meteorological stations.

The conference will sit in private till September 2, and issue a daily communique.

GERMAN INSURANCE CO. FAILS.

TOTAL CAPITAL LOST.

[THROUGH REUTER'S AGENCY.]

BERLIN, August 20.

The old-established "General Insurance Company of Frankfurt," one of the two leading insurance companies in Germany, has ceased payment, allegedly resulting from speculative transactions in which the total capital of 25 million marks has been lost, and many million of marks in liabilities incurred. One of its subsidiaries, the Sudwest Deutsche Bank of Frankfurt, has also closed its doors.

Negotiations are proceeding with a view to the Alliance Trust, the other leading insurance company, and Berlin banks taking over the "General's" life insurance business, so as to avert a panic.

HEROES OF THE HOUR.

JAPAN'S INTEREST IN ZEPPELIN.

TO LEAVE TO-MORROW.

[THROUGH REUTER'S AGENCY.]

TOKYO, Aug. 20.

Public interest continues to be rivetted upon the Zeppelin's flight. The work of refuelling and re-gassing, which commenced almost as soon as the giant airship was hanged last night is expected to be completed to-morrow.

The Zeppelin, weather permitting, is expected to set off on the third leg of its epoch-making flight early on Thursday morning.

Meantime, the officers and crew are being lionised and entertained, the Emperor himself presenting silver cups, emblazoned with the crest of the Imperial Chrysanthemum to Comdr. Eckener and eleven of his subordinates, through the Minister of Communications.

TREBITSCH LINCOLN.

TURNS UP IN HOLLAND.

[THROUGH REUTER'S AGENCY.]

LONDON, Aug. 20.

The Daily Express says that Trebitsch Lincoln, the former M.P., who arrived in Holland recently from China, has been cross-examined by the police at Amsterdam, who decided that he could not remain in Holland.

He was sent on to Belgium where he is now staying.

QUEEN VISITS ROSS INSTITUTE.

A SURPRISE TRIP.

[THROUGH REUTER'S AGENCY.]

LONDON, Aug. 20.

H.M. the Queen, who paid a surprise visit to the Ross Institute and Hospital for Tropical Diseases, Putney, was specially interested in the work in connection with malaria.

She examined the mosquitoes through a microscope and met patients.

The Secretary states that Her Majesty was greatly impressed by what the Institute is doing in the Malay States.

BRITAIN'S NEW AIR CHIEF.

SIR GEOFFREY SALMOND.

[THROUGH REUTER'S AGENCY.]

LONDON, Aug. 19.

It is officially announced that Air Chief-Marshal Sir Geoffrey Salmond will succeed Sir Hugh Trenchard as Chief of the Air Staff on January 1, 1930.

The new Air Chief was formerly in the Royal Artillery, but was appointed G.S.O. 2, R.F.C.H.Q. at the outbreak of the war and has been connected with the Royal Air Force since.

In 1922, he was Director General of Supply and Research at the Air Ministry, and until recently was commanding the Royal Air Force in India.

Sir Hugh Trenchard has been Chief of the Air Staff since 1918. His impending retirement was announced a few weeks ago.

FAMOUS BALLET MASTER DEAD.

SERGE DIAGHILEFF.

[THROUGH REUTER'S AGENCY.]

VENICE, Aug. 19.

The death occurred to-day of Serge de Diaghileff, the director of the famous Russian Ballet. He has been living at Monte Carlo and Venice for many years past, but he was at one time a Minister of the Court at Petrograd, and Chancellor to the late Czar of Russia.

Famed for his magnificent Russian Ballet, he had written extensively on his art and the theatre.

GIANT LINER ON FIRE.

SERIOUS DAMAGE TO THE "PARIS."

DEPARTURE HELD UP.

[THROUGH REUTER'S AGENCY.]

HAVRE, Aug. 20.

Fire seriously damaged the 34,000 ton Trans-Atlantic liner "Paris," which was anchored in the harbour.

Her departure for New York has been postponed indefinitely and the mails for New York will be forwarded by the next boat.

The outbreak started in a cabin and spread with great rapidity. Firemen, wearing gas masks, fought the flames for hours amid thick smoke before these were subdued.

DAWES-MACDONALD CONFERENCE.

MESSAGE FROM U.S.

[THROUGH REUTER'S AGENCY.]

LONDON, Aug. 19.

The "whole essence of the conversations is that they should be confidential," Reuter was informed at Mr. MacDonald's residence at Lonsborough, upon inquiring as to the progress of the Prime Minister's conversations with General Dawes.

It is believed that a highly important communication has been received from Washington.

Mr. MacDonald and General Dawes talked for two hours.

LATER. General Dawes has left Lonsborough and is staying with an American friend, named Harris, at his shooting box in the neighbourhood. He will return to Elgin on the 23rd instant to attend the conference of the freedom of Elgin on Mr. MacDonald.

Both will speak at the ceremony. Japan's Special Attaché.

TOKYO, Aug. 20.

For the purpose of exchanging views with Mr. Matsudaira regarding Disarmament questions Captain Saburo Sato of the Naval Affairs Bureau has been ordered, to proceed to London.

It is understood Captain Sato will explain the details of the recent inter-departmental deliberations between the Foreign Office and Navy Office, after which he will act as special "Disarmament Attaché" at the Embassy.

MORE RAILWAY ENTERPRISE.

NEW LOCOMOTIVES SHIPPED TO CHINA.

A MILLION FOR ROLLING STOCK.

[REUTER'S PACIFIC SERVICE.]

Nanking.—The Ministry of Railways officially announces that \$1,000,000, out of a total of \$1,800,000 of the Belgian Boxer Indemnity Fund, will be used for the purchase of new rolling stock for the Tientsin-Pukow Railway. This purchase will include restaurant cars, mail and baggage vans and first and second class coaches. The balance will be used for the purchase of steel goods-wagons to be distributed among the government railways.

Recently, through the Purchasing Commission, the Ministry invited tenders for the supply of ten "Mikado" type locomotives for the Tientsin-Pukow Railway. The selection fell on the Baldwin Locomotive Works, whose agents in China are Messrs. Anderson, Meyer and Co., Ltd.

According to the locomotive company, the ten locomotives are being shipped to China by a specially chartered steamer which is due to arrive in China about the end of September. The delivery is to be effected at Taingtao, where the locomotives can be easily landed and switched on to the Tientsin-Pukow line.

Tenders for 9 locomotives of the "Pacific" type, 100 steel goods-wagons, of 40 tons capacity, and 24 trucks for passenger cars are now being invited in London by the British and Chinese Corporation on behalf of the Ministry. The new rolling stock will be for the Shanghai-Nanking and Shanghai-Hangchow lines. The amount involved is approximately \$1,800,000.

NEW CALCUTTA STRIKE.

A MISUNDERSTANDING.

[THROUGH REUTER'S AGENCY.]

CALCUTTA, Aug. 19.

45,000 operatives are involved in a fresh strike affecting seven jute mills apparently as the result of misunderstanding regarding the terms of settlement, and in conformity with which work was resumed to-day.

AMERICAN TARIFF BILL.

MANY CHANGES BY SENATE COMMITTEE.

SUGAR DUTY LESS.

[REUTER'S AMERICAN SERVICE.]

WASHINGTON, Aug. 20.

The House of Representatives' Tariff Bill, as revised by the Senate Finance Committee, propose about 300 changes, including a reduction of the Sugar duty as passed by the Representatives—though the rate will be higher than at present.

Changes also include the restoration of the present 31 per cent. duty on raw wool, which the House raised three cents per lb.; also increased duties on wool waste, logs of fir, spruce, hemlock and cedar are placed on the free list. The greatest number of reductions are in the chemical schedule.

BRIAND AND SNOWDEN TO MEET.

A FRIENDLY LUNCH.

[THROUGH REUTER'S AGENCY.]

THE HAGUE, Aug. 20.

M. Briand and Mr. Snowden have accepted an invitation to lunch with the Dutch Foreign Minister. Efforts have been made for some time to bring the two together. The heads of the delegations to the Conference will also be present.

SWISS PLANE MISSING.

NO REPORT RECEIVED IN NEW YORK.

[REUTER'S AMERICAN SERVICE.]

NEW YORK, August 20.

Until one o'clock this afternoon no report had been received of the "Young Switzerland" aeroplane, piloted by Herr Kaser, who took off yesterday for America. He was last reported passing over the Azores last night.

AIR MECHANIC'S EXPLOIT.

PANIC CAUSED AT AERODROME.

[D.P. Special Service.]

London.—An aviation exploit reminiscent of Charles Levine's amazing first solo flight from Paris to London has just been performed by a Royal Air Force mechanic, who without previous experience in piloting took up huge twin-engine bombing plane flew it for three hours and landed it safely. The machine was a particularly heavy type and that required considerable skill in handling.

The incident, which became a one-day topic of conversation in British aviation circles happened at Worthy Down aerodrome near Winchester. The impromptu pilot of the machine was a 20-year-old mechanic, who certainly had had no official training in flying, and it is doubted that he had ever even held the controls before while a machine was in flight.

Safe Landing.

He simply stepped into the machine as it stood on the aerodrome in the early morning hours awaiting the regular pilot to take it up. He started the engines and took off.

As soon as it was realized that an untrained mechanic had disappeared into the sky with the giant bomber precautions were taken to deal with a crash. The fire brigade was called out; ambulances stood by. But instead of merely circling the aerodrome and landing, the mechanic held a straight line away from the aerodrome, and soon disappeared from sight of the watchers. Other aeroplanes were promptly sent out to search for him and motor-cycles scoured the country-side for the remains of a crash. But he had completely disappeared.

Three hours later the machine reappeared, glided toward the whole aerodrome held its breath, the mechanic made a very fair landing. As he stepped to the ground he was arrested.—United Press.

SAD SEQUEL TO A U.S. CLUB DINNER.

EIGHTEEN DOWN WITH PTOMAIN POISONING.

[THROUGH REUTER'S AGENCY.]

Los Angeles.—Eight members of the American War Mothers Club and 10 guests are suffering from ptomaine poisoning following the monthly dinner of the club. They are all in critical condition.

It is believed that a meat loaf was infected. The dinner was prepared by the mothers themselves so there is considered no possibility of intentional poisoning.

Sports News

YESTERDAY'S WATER POLO.

K.O.S.B. "A" STRETCHES V.R.C. "A":
NAVY BEATS CHINESE "A".

STANDARD OF GAMES IMPROVING.

[BY "WATERMAN."]

There were two thrilling water polo matches yesterday afternoon, and although the attendance was not as good as it might have been, yet those who were present enjoyed both games immensely. Playing well together, the K.O.S.B. "A" gave the V.R.C. seniors a good run for their money and only conceded one goal in each half of the game—which was a really good accomplishment.

The Royal Navy and the Chinese "A" had a good tussle, but the sailors, were able, by reason of their weight, to snatch victory from the faster though lighter Chinese players.

K.O.S.B. "A" v. V.R.C. "A".

The superb goalkeeping of Westland for the K.O.S.B. made supporters of the soldiers hold high hopes, that the military team would at least draw with the V.R.C. "A" in yesterday's match. The play in the first half was almost entirely in the K.O.S.B. side of the tank, but Westland was only beaten once. In the second half, the soldiers looked like equalising time after time and would have done so, but for the good work at back by Soares and Weill for the V.R.C. The Club added one more goal just before the final whistle.

The Teams.

K.O.S.B. "A":—Westland, Bond, Wilson, Mackintosh, Faulkner, Ferguson, Finlayson.
V.R.C. "A":—Knight, Weill, Soares, Stewart, Lains, Roza Pereira, Gittens.

The Game.

Getting the leather first, the V.R.C. immediately set their forwards at work and early on a good pass from Lains to Roza Pereira resulted in the latter putting the ball just above the horizontal. A few seconds later Roza Pereira again had a good opportunity and this time he tried Westland with a fast low swing, which however, failed to beat the goalie.
The Club kept the soldiers on the defensive and both Bond and Wilson played well—keeping the wolf from the door, so to speak. The V.R.C. had hard luck in not scoring on one occasion when in a scramble Roza Pereira had an open goal to throw the ball into but missed. Lains tried his backhand tactics, but Westland was equal to this and was applauded time after time for his good work.

A mis-throw by Wilson resulted in Gittens getting the leather and this player swam down the length of the bath to open the score for the V.R.C.

There were only a few seconds between the goal and the interval, but in that space Lains tried two backhand shots, one which went wide and the other landed safely in Westland's waiting hands.

Second Half.

The second half was extremely thrilling and a number of spectators cheered loudly for the K.O.S.B. The play was very even and the ball travelled up and down the bath, but the V.R.C. forwards gave Westland far more work than the soldiers gave Knight, the V.R.C. goalkeeper. The V.R.C. forwards combined well and the K.O.S.B. backs were hard put to it to keep them out, but they did it successfully. The soldiers broke away on many occasions, but found Soares and Weill too reliable to get past. Only on one occasion did Finlayson elude these backs, but he "foiled" with ball too long and Knight robbed him just as he was about to throw.

INTERNATIONAL YACHT RACING.

A WIN FOR SWEDEN.

[REUTER'S AMERICAN SERVICE.]

MALDEN, August 19.
The opening race of a series of triangular yachting contests was won by the Swedish yacht "Bacchante".
The American yacht "Tipter III" was second. The German yacht "Kickerle" was third.

INTERPORT CRICKET MATCH.

SHANGHAI TEAM EXPECTED IN NOVEMBER.

The Shanghai Cricket Club have accepted an invitation to visit Hong Kong early in November and an interport match has been fixed for November 9, 11, and 12.

An invitation has also been sent to Singapore but a definite answer is not expected till September 20. Practice at the nets on the "H.K." C.C. ground will start on September 16.

S. AFRICA'S TEST RECORD.

MIGHTY HITTING AT THE OVAL.

ENGLAND RECOVER WELL.

South Africa have not had the best of luck in the Test series this season, but in the Fifth (and final) game at the Oval, they were favoured a little by fortune, and showed what they really are capable of.

Facing England's moderate first innings total of 238, they had put up 187 for 3 wickets up to tea on Monday, Deane and Taylor participating in a fine stand.

Before stumps were drawn, the same pair had established a new record for the fourth wicket, the old one being 143 between Nourse and White at Durban in 1909-10.

Taylor made 121, which is the highest score ever made for South Africa in a Test Match in England. He also holds a record in South Africa, made when he scored 178 in 1922.

Deane, after a spell of bad luck, found his true form, but missed his century, being out with his score at 93.

After the dismissal of these two heroes Cameron and Morkel put up another big partnership, and the English attack was made to look very poor stuff indeed. South Africa scored at a great rate, and declared their innings closed at lunch, with the score at 492 for 8, which is their record Test aggregate, beating the previous best of 464 for 8 at Durban in 1927-8. This is only the third time South Africa have scored over 400 against England.

Incidentally, South Africa scored 208 runs before lunch.

Cameron was caught off Geary for 62, Morkel hit up 81, and MacMillan, at the closure, was undefeated for 50.

England's Big Arrears.
Facing a deficit of 234, England went in again. It was distinctly on the cards at this stage that South Africa might pull off a victory, perhaps by a single innings. At any rate, it was realized they would go "all out" for such a result, and interest was at fever-heat.

Hobbs and Sutcliffe set about their task in a workmanlike manner, and it was soon evident there were going to be no early sensations. A long partnership followed, both nearing the half century. Hobbs scored much the quicker at the two, but was caught off Vincent eventually for 52.

Hammond joined Sutcliffe, who defended solidly, and at tea the score had been carried to 143 for the loss of Hobbs' wicket.

Scores, as cable by Reuter, are:

England—1st Innings.
Hobbs, c Quinn, b MacMillan 19
Sutcliffe, c Owen Smith, b Vincent 104
Hammond, st. Cameron, b Vincent 17
Woolley, hit wicket, b Vincent 46
R. E. S. Wyatt, c Deane, b Vincent 6
Leyland, b Vincent 16
A. W. Carr, c Morkel, b MacMillan 15
Ames, c Mitchell, b MacMillan 12
Millan, not out 0
Geary, not out 0
Freeman, c Cameron, b Quinn 15
Clark, b Quinn 7
Extras 10
Total 258

South Africa—1st Innings.
R. H. Catterall, c Carr, b Clark 10
I. J. Siedle, b Geary 14
B. Mitchell, b Geary 2
H. W. Taylor, c Ames, b Clark 121
H. G. Deane, c Woolley, b Wyatt 93
H. B. Cameron, c Freeman, b Geary 62
D. P. B. Morkel, c Ames, b Clark 81
H. G. Owen Smith, b Woolley 28
Q. MacMillan, not out 50
C. L. Vincent, not out 24
Extras 19
Total (for 8 wickets) 492

Bowling Analysis.
O. M. R. W.
Morkel 9 2 30 0
Quinn 15 3 4 20 2
Vincent 45 10 105 6
MacMillan 29 7 78 3
Owen Smith 4 0 15 0

England—2nd Innings.
Hobbs, c Mitchell, b Vincent 52
Sutcliffe, not out 56
Hammond, not out 36
Total (for 1 wicket) 143

*Total (for 8 wickets) 492

*Innings declared closed.

Bowling Analysis.
O. M. R. W.
Clark 38 8 79 3
Geary 49 15 131 3
Freeman 49 9 100 0
Woolley 13 4 25 1
Leyland 0 4 25 0
Wyatt 18 4 54 1

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*Total (for 8 wickets) 492

BASEBALL IN U.S.A.

PHILADELPHIA'S WIN FROM CLEVELAND.

SEVENTEEN INNING GAME.

New York, Aug. 14.

A terrific 17-inning struggle between Philadelphia and Cleveland, won by the Athletics at last by a 5-3 score, was the feature game of the major league to-day and the extra victory boosted Philadelphia's league standing to .723 while the Yankees, losing to Detroit, dropped to .607.

For of the Athletics made his twenty-eighth home run of this season in the course of the game.

Gaston of the Boston Red Sox scattered three doubles and three singles effectively throughout the course of a nine-inning set-to with St. Louis, assisting to a 4-1 win. The Browns got but six hits.

For the Tigers, in their battle with the Yanks, Gehring was the hero of the day with four hits—which included a homer—netting four runs. Johnson also made a homer.

A home run by Cronin of the Senators helped Washington to mop up the White Sox 11-3. The Senators made seven runs in the first inning.

Jopes of the Boston Braves fanned five Pittsburgh batters but awarded free walks to three, helping the Pirates to make a win by a score of 1-0. The Pirates made but three hits and Boston made but five.

The following are the detailed results of to-day's game:

American League.

Clubs R. H. E.
New York 13 18 1
Detroit 17 15 5
Washington 11 15 3
Chicago 3 9 3
Philadelphia 5 13 1
(17 innings)
Cleveland 3 20 0
Boston 4 10 1
St. Louis 1 6 0

National League.

Clubs R. H. E.
Cincinnati 1 5 0
Philadelphia 2 5 1
Pittsburgh 1 3 1
Boston 0 5 0
* Game called in 7th rain.
Others rain.

American League.

W. L. Pct.
Philadelphia 31 34 .723
New York 33 42 .607
Cleveland 58 52 .527
St. Louis 57 54 .513
Detroit 53 57 .482
Washington 46 61 .430
Chicago 43 68 .387
Boston 36 73 .324

National League.

W. L. Pct.
Chicago 71 33 .683
Pittsburgh 64 42 .604
New York 60 50 .545
St. Louis 55 33 .569
Brooklyn 47 60 .439
Cincinnati 46 62 .429
Boston 44 65 .404
Philadelphia 42 64 .399

The Home Run Table.

Home run totals of leaders in both major leagues stood as follow at the close of play to-day:

Klein (Phillies) 33
Ruth (Yankees) 31
Ott (Giants) 30
Wilson (Cubs) 30
Fox (Athletics) 28
Gehrig (Yankees) 27
Simmons (Athletics) 27
Bottomley (Cardinals) 24
Hurt (Phillies) 24
Hornsbey (Cubs) 23
Haley (Cardinals) 22

United Press.

Six engineers on the staff of the B.B.C. at Savoy Hill have tendered their notices, which expired at the end of July. It is understood that they have secured employment on the engineering staff of a "Talkie" company. A B.B.C. statement says: "Six engineers on the routine staff at Savoy Hill have resigned. They have secured appointments elsewhere." Among others who have recently resigned from the B.B.C. are Captain P. P. Eckersley, Chief Engineer, who will leave at the end of September, Mr. Eric Dunstan (announcer), Captain A. G. D. West (Asst. Chief Engineer), Mr. Rex Palmer (announcer), Mr. K. V. Wright ("O.C. Noises"), Mr. Cecil Lewis ("Uncle Caractacus"), R. E. Jeffrey (director of dramatic productions), the Hon. David Tennant (announcer), Mr. C. E. Hodges ("Uncle Peter"), Mr. Thornton (engineer), Mr. Scanlan (engineer), and Mr. Murray (engineer).

"GUAM" BEATS THE "DRAGONS."

YESTERDAY'S BALL GAME.

In a seven-inning ball game at Caroline Hill yesterday, the U.S.S. Guam trounced the South China Athletic Association to the tune of 8 runs to 3.

It was a tame affair throughout save for a couple of hefty hits by Skinner who sent the ball flying to left field for a three-bagger in the first inning, and a two-bagger to the same place in the third.

The sailors played a good game and were by far the better team. Their fielding was first-class and "Battler" Rossman on the mound kept the Chinese boys quiet most of the time. In the fourth inning, Chang of the Chinese slammed a three-sack hit to left field to bring Y. T. Chan home.

The line-ups were:

Chinese. p. Rossman
Chang c. Cathart
Y. T. Chan 1b Jacobs
A. Ki 2b Campbell
Fung s.s. Smith
Chin Ki 3b Richardson
Goo 1f Skinner
To Kwan c.f. Jameyson
T. Kwan r.f. Harris

Scores:—
Chinese 1 2 3 4 5 6 7
Guam 0 1 0 2 0 0 0 = 3

Guam 4 0 4 0 0 0 = 8

Chinese 1 2 3 4 5 6 7
Guam 0 1 0 2 0 0 0 = 3

Guam 4 0 4 0 0 0 = 8

Chinese 1 2 3 4 5 6 7
Guam 0 1 0 2 0 0 0 = 3

Guam 4 0 4 0 0 0 = 8

Chinese 1 2 3 4 5 6 7
Guam 0 1 0 2 0 0 0 = 3

Guam 4 0 4 0 0 0 = 8

Chinese 1 2 3 4 5 6 7
Guam 0 1 0 2 0 0 0 = 3

Guam 4 0 4 0 0 0 = 8

Chinese 1 2 3 4 5 6 7
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WOMEN'S LAWN TENNIS.

FOREST HILLS TOURNEY.

[REUTER'S AMERICAN SERVICE.]

FOREST HILLS, August 19.
The American women's lawn tennis championships have commenced with the British team for the Wightman Cup taking part.

Results so far:—
Miss Helen Wills (U.S.A.) beat Miss Kathrine Lamirche 6-0, 6-0.
Miss Betty Nuthall (Britain) beat Miss C. Riegel 6-2, 6-2.
Mrs. Watson (Britain) beat Miss J. Cruikshank 6-1, 6-1.
Miss Edith Cross (U.S.A.) beat Miss M. Hunt 6-1, 6-0.
Miss Helen Jacobs (U.S.A.) beat Miss P. Anderson 6-3, 6-4.
Mrs. Correll (Britain) beat Mrs. Alston 6-0, 6-1.
Mrs. Shepherd-Barron (Britain) beat Miss A. Page 6-3, 6-0.

A FARTHING COMPENSATION.

One farthing compensation was awarded to the owner of The White Horse, Tower, when the licence was rendered extinct by the Northampton County licensing committee.

No claim for compensation was entered, but the chairman said it was necessary that some compensation should be made.

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CHINA NAVIGATION COMPANY, LIMITED.

SWATOW, SHANGHAI & TIENTSIN	"SUNNING" ... On 21st Aug.	10 a.m.
HONGKONG, PAKHOI & HAIPHONG	"CHINHUA" ... On 21st Aug.	11 a.m.
SWATOW, SHANGHAI & TIENTSIN	"LIANGHONG" ... On 21st Aug.	8 p.m.
AMOI, NINGBO & SHANGHAI	"HANYANG" ... On 22nd Aug.	5 p.m.
SWATOW, SHANGHAI & TIENTSIN	"SZECHUEN" ... On 25th Aug.	10 a.m.
SWATOW & BANGKOK	"KIANGSU" ... On 25th Aug.	Noon
SHANGHAI	"LUOHOW" ... On 25th Aug.	3 p.m.
SWATOW, AMOI, SWATOW & S'PORE	"ANHUI" ... On 26th Aug.	5 p.m.
SWATOW, SHANGHAI & TIENTSIN	"SINKIANG" ... On 26th Aug.	10 a.m.
AMOI, SHANGHAI, N'CHOW & DALY	"CHENAN" ... On 28th Aug.	5 p.m.
SHANGHAI	"TEAN" ... On 29th Aug.	3 p.m.
HONGKONG, PAKHOI & HAIPHONG	"KINGYUAN" ... On 31st Aug.	11 a.m.
AMOI, SWATOW & TIENTSIN	"SOOCHOW" ... On 1st Sept.	8 a.m.
SWATOW, SHANGHAI & TIENTSIN	"KAYING" ... On 1st Sept.	10 a.m.
SWATOW & BANGKOK	"KUBICHOV" ... On 1st Sept.	Noon
WUHAICHOW, CHITTOO & TIENTSIN	"KUBICHOV" ... On 3rd Sept.	2 p.m.

SAILINGS SUBJECT TO ALTERATION.

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STEAMERS	Days from Hong Kong	Days to Sail
TAIPING	10th September	17th September
CHANGTE	11th October	18th October

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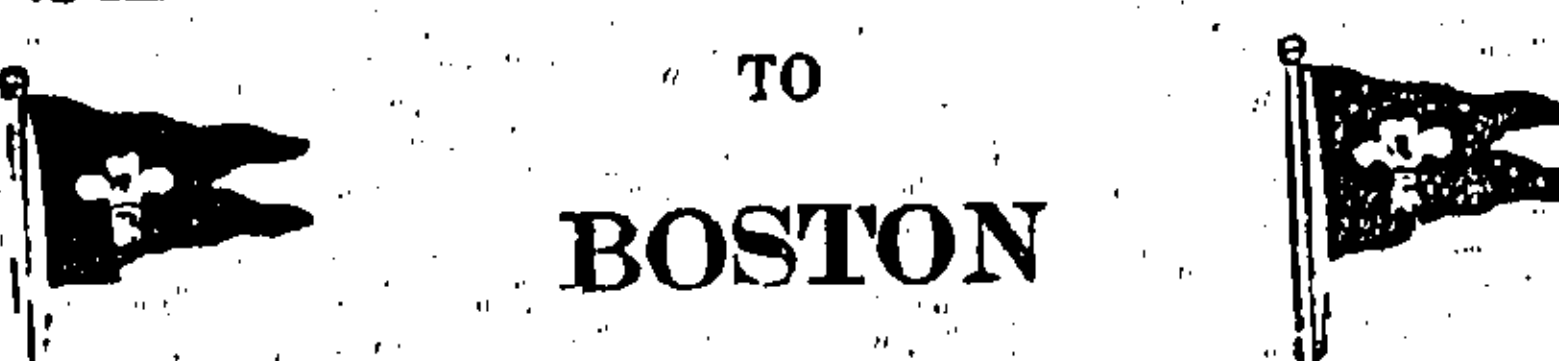
Sailings from Hong Kong.

S.S. "CITY OF CANBERRA"	via Suez Canal	10th Sept.
S.S. "PYREUS"	via Suez Canal	30th Sept.
S.S. "CITY OF NORWICH"	via Suez Canal	8th Oct.

Steamers proceed via Suez Canal or Panama Canal at Owners' option. Subject to Change without Notice.

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AND NEW YORK

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"ROYAL PRINCE"	Sept. 12th
"CINGALESE PRINCE"	Sept. 26th

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Telegrams: Furneprince. King's Building. [19]

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To Marseilles via Saigon, Singapore, Colombo, Djibouti (Aden), Suez, Port-Said.	To Yokohama via Shanghai and Kobe.
ATHOS II ... 27th Aug.	SPHINX ... 27th Aug.
D'ARTAGNAN ... 10th Sept.	ANGERS ... 10th Sept.
SPHINX ... 24th Sept.	G. METZINGER ... 24th Sept.
ANGERS ... 8th Oct.	ANDRE LEBON ... 8th Oct.
G. METZINGER ... 22nd Oct.	PORRHOS ... 22nd Oct.
ANDRE LEBON ... 5th Nov.	CHENONCEAUX ... 5th Nov.
PORRHOS ... 19th Nov.	ATHOS II ... 19th Nov.
CHENONCEAUX ... 3rd Dec.	D'ARTAGNAN ... 3rd Dec.

We can issue Through Tickets to Egypt, Syrian Ports, East Africa, Madagascar by Transhipment on our Mail Steamers at Port-Said, or D'ARTAGNAN.

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ROYAL OBSERVATORY'S DAILY WEATHER REPORT.

STATION	HONG KONG OBSERVATORY	AUGUST 19, 1929.					AUGUST 20, 1929.				
		Barometer at Sea Level	Thermometer	Humidity	Wind	Direction	Barometer at Sea Level	Thermometer	Humidity	Wind	Direction
Wladivostok	12	29.74	75.5	...	W	1	29.88	75.9	...	...	...
Nemuro	11	29.76	75.6	...	SSE	1	29.86	75.5	...	NW	1
Hokodate	...	29.78	75.9	...	ENE	1	29.90	75.9	...	...	...
Tokio	...	29.88	75.9	...	SE	1	29.92	76.0	...	...	...
Kochi	...	29.88	75.9	...	SW	1	29.94	76.0	...	WSW	1
Nagasaki	...	29.92	76.0	...	SW	1	29.94	76.0	...	WNW	1
Kagoshima	...	29.92	76.0	...	NNW	1	29.92	76.0	...	...	...
Oshima	...	29.94	75.5	...	SSE	1	29.88	75.9	...	...	...
Naha	...	29.86	75.5	...	E	2	29.82	75.7	...	SSE	1
Ishigakijima	...	29.78	75.5	...	SE	1	29.84	75.9	...	ENE	1
Bonin Island	...	29.88	75.9	...	NE	1	29.82	75.7	...	ENE	1
Chefoo	15	29.72	75.9	92	SE	1	29.82	75.7	78	95	ENE
Shanghai	14	29.84	75.9	93	SE	1	29.82	75.7	78	95	ENE
Guttsaif	...	29.80	75.9	83	SE	4	29.85	76.0	78	92	SSE
Sharp Peak	...	29.72	75.9	83	ENE	4	29.78	75.6	81	91	ENE
Amoy	...	29.69	75.4	86	SSE	1	29.72	75.4	80	96	ENE
Swatow	...	...	...	...	...	...	...	...	...	...	...
Taihekou	11	29.78	75.5	93	ESE	4	29.74	75.4	79	80	E
Taichu	...	29.74	75.4	96	U	2	29.74	75.4	76	...	...
Tainan	...	29.78	75.5	84	WSW	2	29.72	75.4	77	...	...
Koshun	...	29.72	75.4	83	WNE	4	29.75	75.7	75	...	...
Pescadore	...	29.74	75.4	84	WSW	2	29.71	75.4	79	...	...
Hong Kong	14	29.64	75.2	77	S	3	29.72	75.4	77	91	E
Gap Rock	...	29.62	75.2	84	SSE	3	29.71	75.4	77	96	ESE
Macao	...	29.59	75.1	84	SSE	4	29.68	75.3	77	96	ESE
Hoihow	...	29.69	75.4	84	S	2	29.70	75.4	77	95	...
Prata Island	...	29.49	74.7	77	NW	8	29.57	75.1	75	...	...
Phulien	15	...	...	...	...	...	29.62	75.2	81	...	...
Tourane	...	...	...	...	...	...	29.79	75.6	79	...	...
Cape St. James	14	29.59	75.1	84	SW	2	29.71	75.4	75	91	SE
Basco	...	29.68	75.2	84	SW	2	29.71	75.4	75	96	S
Apurri	...	29.66	75.3	86	S	1	...	...	...	...	...
Tuguegarao	...	29.68	75.3	86	SSW	4	...	...	...	...	...
Vigan	...	29.72	75.4	84	SW	4	29.75	75.7	77	89	W
Manila	...	29.69	75.4	86	SW	4	29.75	75.7	77	84	...
Legaspi	...	29.72	75.4	86	SW	4	...	...	...	...	...
Calbayog	...	...	...	...	...	...	...	...	...	...	...
Tacloban	...	29.72	75.4	86	SSW	4	29.78	75.6	77	91	SW
Iloilo	...	29.71	75.4	86	S	4	...	...	...	...	...
Cebu	...	29.69	75.4	90	WSW	2	29.78	75.6	75	92	...
Surigao	...	...	...	...	...	...	...	...	...	...	...
Saipan	...	29.69	75.4	...	SW	1	29.71	75.4	...	SE	1
Guam	12.22	29.69	75.4	...	SW	1	29.71	75.4	...	N	1
Yap	11.00	29.72	75.4	...	NW	1	...	...	...	...	...
Pelew	...	...	...	...	...	...	...	...	...	...	...
Ponape	...	...	...	...	...	...	...	...	...	...	...
Labuan	14	29.70	75.4	86	SW	4	29.84	75.7	80	74	...

August 20d. 11A. 35m.—The anticyclone remains over Japan; the depression has entered the coast and is now situated to the west of Haiphong. A shallow secondary covers the north part of the China Sea.

Hong Kong rainfall for the 24 hours ending at 10 a.m. to-day, 0.07 inch. Total since January 1, 53.79 inches, against an average of 61.42 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON ON AUGUST 21.

- 1.—Formosa Channel ... Light variable winds.
2.—South coast of China between Hong Kong and Lamook ... E. winds, moderate; fair to showery.
3.—Hong Kong to Gap Rock ...
4.—South coast of China between Hong Kong and Hainan ...

C. W. JEFFRIES, Director.

HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, August 20.

Previous Day	On Date	On Date
at 4 p.m.	at 10 a.m.	at 4 p.m.
Barometer ... 29.63	29.76	29.72
Thermometer ... 80	84	84
Humidity ... 89	78	78
Wind ... E	E	E
Direction ... E	E	E
Force ... 3	2	3
Weather ... O	C	O
Rain ... 0.59	0.00	0.17
Highest open-air temperature, 10:48	88	
Lowest open-air temperature, 20:10	76	

B=Blue sky; C=Cloudy; D=Drizzle; F=Fog; L=Lightning; M=Mist; O=Overcast; P=Passing showers; Q=Shalls; R=Rain; T=Thunder.

\$7.50

will keep you in touch with Hong Kong news for six months

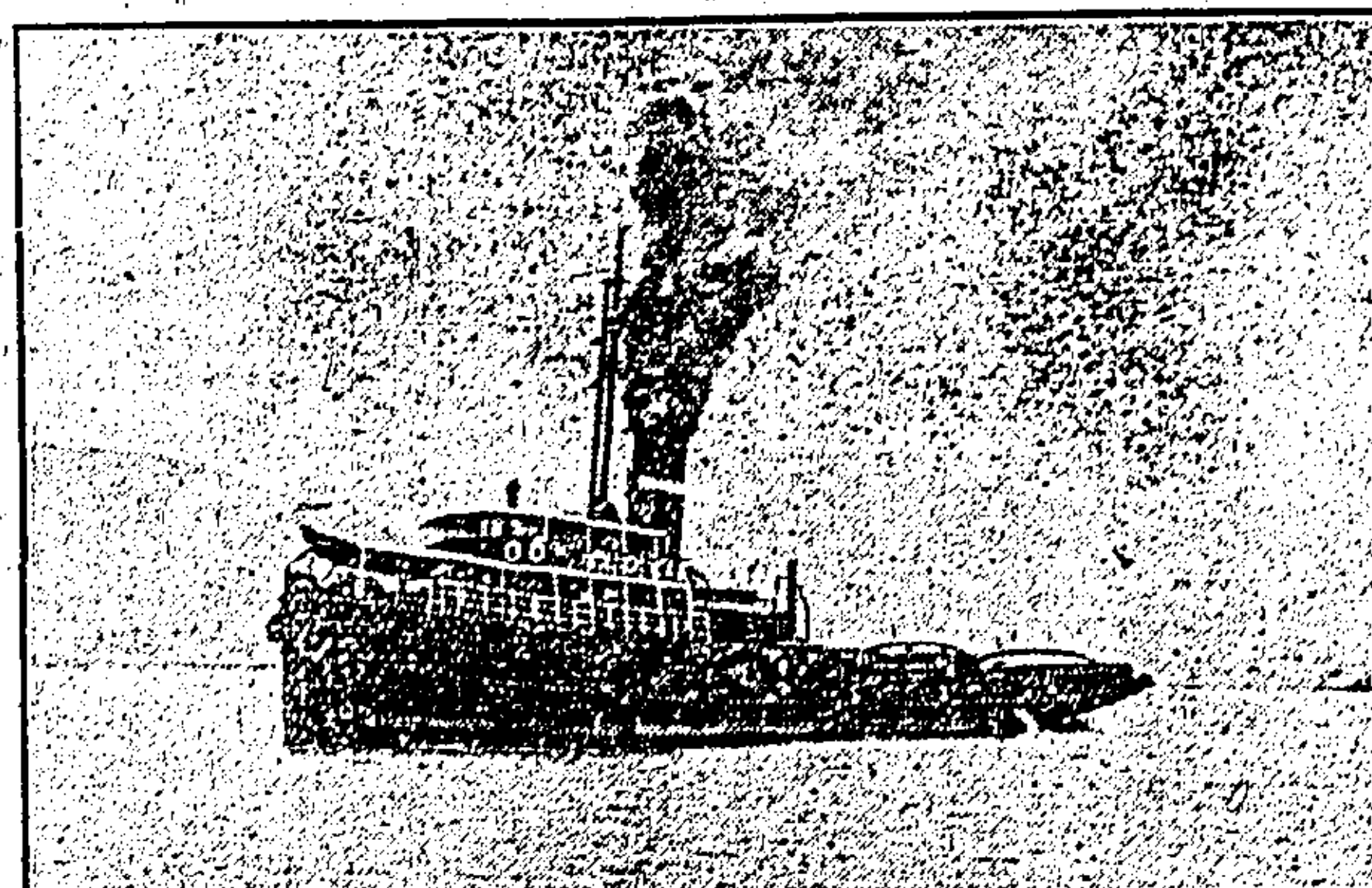
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E. M. DYER, B.Sc., M.I.N.A., Kowloon Dock, Hong Kong.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS

To	STEAMSHIP	DATE
TSINGTAU via SWATOW & SHANGHAI	"KWONGSANG" ... "FOOSRING" ... "HOPKANG" ... "HANGSANG"	Wed., 21st Aug., at Noon Sun., 25th Aug., at Noon Wed., 28th Aug., at Noon Sun., 1st Sept., at Noon
OSAKA via AMOI, MOJI & KOBE	"KUMSANG" ... "HOSANG" ... "KUTSANG" ... "NAMSANG"	Tues., 27th Aug., at 10 a.m. Tues., 3rd Sept., at 7 a.m. Wed., 11th Sept., at 7 a.m. Thurs., 18th Sept., at 7 a.m.
SINGAPORE, PENANG & CALCUTTA	"YUENSANG" ... "SUISANG"	Wed., 21st Aug., at 3 p.m. Sun., 1st Sept., at 10 a.m.
SANDAKAN	"HINSANG" ... "MAUSANG"	Wed., 4th Sept., at 3 p.m. Mon., 16th Sept., at 3 p.m.
TIENTSIN via WEI-HAI-WEI	"CHIPSING" ... "CHEONGSHING"	Sun., 25th Aug., at 10 a.m. Tues., 3rd Sept., at Noon

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Motor Vessel "GLENAPP"	2nd October
Steamship "CARNARVONSHIRE"	12th November
Steamship "PEMBROKESHIRE"	12th December

To SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOK.

Motor Vessel "GLENAMOIY"	30th August
Motor Vessel "GLENAPP"	30th Sept.
Steamship "CARNARVONSHIRE"	27th Sept.
Motor Vessel "GLENBEG"	11th October
Steamship "PEMBROKESHIRE"	25th October

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Freight S.S. "Angenburg"	departure 26/27th Aug.
Express Freight S.S. "Alster"	departure 13th Sept.
Pass. S.S. "COBLENZ"	departure 21st Sept.
Express Freight S.S. "Franken"	departure 11th Oct.
Pass. M.S. "FULDA"	departure 19th Oct.
Express Freight S.S. "Main"	departure 15th Nov.
Pass. S.S. "Trier"	departure 16th Nov.

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NEXT ARRIVALS FROM EUROPE:

SAILINGS TO SHANGHAI & N. CHINA (Passenger steamers)

JAPAN (Freight steamers)

Pass. S.S. "COBLENZ"	due here 26/27th Aug.
Freight S.S. "Franken"	due here 7th Sept.
Pass. M.S. "FULDA"	due here 24th Sept.
Freight S.S. "Main"	due here 6th Oct.
Pass. S.S. "Trier"	due here 22nd Oct.
Freight S.S. "Lahn"	due here 2nd Nov.
Freight M.S. "Koenigsberg"	due here 19th Nov.

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S.S. "EUREKAHVEN" ... departure 9th Sept.

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11 Days Kobe-Vancouver, 9 Days Yokohama-Vancouver

	Hong Kong	Shanghai	Kobe	Yokohama	Vancouver
EMPERESS OF RUSSIA	Aug. 31	Aug. 24	Aug. 27	Aug. 29	Sept. 7
EMPERESS OF ASIA	Sept. 4	Sept. 7	Sept. 10	Sept. 12	Sept. 19
EMPERESS OF RUSSIA	Sept. 25	Sept. 28	Sept. 31	Oct. 3	Oct. 10
EMPERESS OF ASIA	Oct. 9	Oct. 12	Oct. 15	Oct. 17	Oct. 24
EMPERESS OF RUSSIA	Oct. 30	Nov. 2	Nov. 5	Nov. 7	Nov. 14
EMPERESS OF ASIA	Nov. 13	Nov. 16	Nov. 19	Nov. 21	Nov. 28
EMPERESS OF RUSSIA	Nov. 27	Dec. 1	Dec. 4	Dec. 6	Dec. 13
EMPERESS OF ASIA	Dec. 18	Dec. 21	Dec. 24	Dec. 26	Jan. 2
EMPERESS OF RUSSIA	Jan. 15	Jan. 18	Jan. 21	Jan. 23	Jan. 30
EMPERESS OF ASIA	Feb. 5	Feb. 8	Feb. 11	Feb. 13	Feb. 20
EMPERESS OF RUSSIA	Feb. 26	Mar. 1	Mar. 4	Mar. 6	Mar. 13
EMPERESS OF ASIA	Mar. 12	Mar. 15	Mar. 18	Mar. 20	Mar. 27
EMPERESS OF RUSSIA	Mar. 29	Apr. 1	Apr. 4	Apr. 6	Apr. 13
EMPERESS OF ASIA	Apr. 16	Apr. 19	Apr. 22	Apr. 24	Apr. 31
EMPERESS OF RUSSIA	May 3	May 6	May 9	May 11	May 18
EMPERESS OF ASIA	May 25	May 28	May 31	June 2	June 9
EMPERESS OF RUSSIA	June 11	June 14	June 17	June 19	June 26

(E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai.)

Connecting Canadian Pacific Atlantic sailings from Montreal and Quebec
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HONG KONG-MANILA SERVICE

Leave Hong Kong	Arrive Manila	Leave Manila	Arrive Hong Kong
Aug. 27	Aug. 29	EMPERESS OF ASIA	Aug. 30
Sept. 17	Sept. 19	EMPERESS OF FRANCE	Sept. 20

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" " " NAGASAKI	H.K. \$165
" " " KOBE	H.K. \$190
" " " YOKOHAMA	H.K. \$210
" " " YOKOHAMA	H.K. \$235

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu	
TENYO MARU	Wednesday, 21st August
KORBA MARU	Wednesday, 4th Sept.
SEATTLE, VICTORIA via Shanghai & Japan Ports.	
SHIZUKA MARU	Monday, 26th Sept.
YOKOHAMA MARU	Monday, 29th Sept.
LONDON, MARSEILLES, ANTWERP, ROTTERDAM, via Singapore, Penang, Colombo & Suez.	
HAZAKI MARU	Saturday, 24th August
HAKUSAN MARU	Saturday, 7th Sept.
SYDNEY & MELBOURNE via Manila & Ports.	
KAGA MARU	Wednesday, 21st August
TANGO MARU	Wednesday, 25th Sept.
BOMBAY via Singapore, Penang & Colombo.	
TOKUSHIMA MARU	Wednesday, 23rd August
SADO MARU	Wednesday, 11th Sept.
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico and Panama.	
RAKUYO MARU	Tuesday, 24th Sept.
SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.	
KAWACHI MARU	Friday, 30th August
NEW YORK, BOSTON, HAVANA via PANAMA.	
TAKETOYO MARU	Friday, 30th August
LIVERPOOL via Port Said, Constantinople, Genoa & Marseilles.	
LYONS MARU	Friday, 20th Sept.
ALOUTIA via Singapore, Penang & Rangoon.	
ARITA MARU	Thursday, 26th August
PENANG MARU	Sunday, 9th Sept.
SHANGHAI, KOBE & YOKOHAMA.	
KANAGAWA MARU (Kobe direct)	Thursday, 22nd August
TANGO MARU (Nagasaki direct)	Friday, 23rd August
KAMO MARU	Tuesday, 3rd Sept.

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PRINCE LINE

"IMPERIAL PRINCE"	Sails New York 24th Aug. arrives Hong. 10th Oct.
"JAVANESE PRINCE"	7th Sept. 24th "
"BRITISH PRINCE"	21st " 7th Nov.

AGENTS: FURNESS (FAR EAST), LTD. Phone C. 3165.
KING'S BUILDING.

Shipping News

Daily Statement, Waterfront News, etc.

YESTERDAY'S FREIGHT RETURNS.

IMPORT 12,500 TONS;
THROUGH CARGO
18,400 TONS.

Cargo returns shown at the Harbour Office during the 24 hours ended at 9 a.m. yesterday by vessels arriving in Hong Kong were as follows:—

	Cargo for H.K.	Through Ports.
British		
Kwong Sang	—	130
Canton	—	130
German		
Isai, Kobe	—	5,000
Dutch		
Cremer	Penang	190
Cibigo	Samarindo	500
Tjikini	Samarang	5,400
Norwegian		
Ulukka	Hoihow	1,330
Italian		
Viminala	Yokohama	30
Japanese		
Johgu Maru	Japan	2,210
Harunasan Maru	Milke	3,050
Ganges Maru	Yokohama	210
Lushan Maru	Shanghai	100
Chinese		
Tak Hing	Macao	70
		12,500
		18,410

ARRIVALS AND DEPARTURES.

The arrivals and departures during the period under review were as follows:—

	Arr.	Dep.
British	2	5
Japanese	5	5
Norwegian	1	0
Chinese	1	2
Danish	0	1
Dutch	3	1
German	1	0
Portuguese	0	1
American	1	2
Italian	1	1
	15	21

ASIATIC DECK PASSENGERS

The following vessels brought Asiatic deck passengers to the Colony during the 24 hours ended at 9 a.m. yesterday:—

Cremer (Dutch), Penang, Singapore	2,184
Lushan Maru (Jap.), Shanghai, Swatow	107
	2,291

SUNRISE AND SUNSET.

	Sunrise.	Sunset.
To-day	6.02 a.m.	6.51 p.m.
To-morrow	6.03 " 6.50 "	
Friday	6.03 " 6.40 "	

FOR AUGUST, 1929.

PASSENGERS.

Departures.

The following passengers left by the s.s. President Cleveland for Seattle yesterday:—Mr. H. V. Whelan, Mr. J. W. Mayhew, Mr. Luke You, Mr. Lie Chung Sang, Mr. Woo Wing Yuk, Mrs. F. M. Somp, Miss Aline Somp, Mrs. K. C. Fung, Mr. Victor Gonzales, Mr. Albert Dodge, Mr. A. Jacobsen, Mr. H. O. Long, Mr. S. M. Tack, Mr. F. H. Artindale, Mr. Ea Sut Hin, Mrs. B. A. Proulx, Mr. and Mrs. Cheng Tsz Shung, Mr. and Mrs. B. Schwartz, Mr. H. E. Castell, Mr. W. P. Hacker, Mr. Chang Wai Hung, Mr. G. F. Gardner, Mr. S. K. Chua, Mr. Ow Wing Chan, Mr. and Mrs. C. Guthrie, Mr. Au Wing Yiu, Mr. Wong Ngong Chek, Mr. Chang Hin Chung, Mr. Hung Chu Tai, Rev. E. N. Darritz, Mrs. E. N. Darritz, Master Darritz, Mr. Jose Erren, Mr. Armin Kohn, Mr. H. Wong, Mr. Q. F. Yui, Mr. C. R. Richards, Mr. Lai Man Long, Mr. Ho Pak Kwon, Miss K. Simons, Mr. E. E. C. Chang, Mr. J. F. Haslam, Mr. K. C. Fung, Miss T. Yee, Mr. Lee Yin Jack, Mrs. Ow.

SHIPS IN HARBOUR.

Wharves:—Kowloon: Empress of Russia, President Cleveland, Sheaf Mount, Holt's; Pyrrhus; Jardine, Matheson's; Foo Shing; O.S.K.; Menado Maru; Douglas Lapraik; Haining; Saikong; Wing Lee. Docks:—Kowloon: Silene, Juno, Turbo, Lee Cheung; Taikoo: Kronviken, Hanch, Schuchow, Phenias. Buoys:—A1 Achilles, A2 Tenyo Maru, A3 Agapenor, A4 Oudekerk, A5 Tyndarus, A6 Kato Maru, B7 Yuen Sang, A8 Isai, A10 Huichui, B13 Chinhua, C19 Prosper, B21 Ribera, B23 Kiangsu, B24 Cremer, A25 Tjikini, A28 Tjimenteng, A27 Ganges Maru, A28 Hamburg Maru, A29 Kiangchow, A30 Kersotoso, B32 Kwong Sang, B38 Huindo, C39 Promise, C43 Escondido, C44 Dux, B51 Johgu Maru, A52 Phenias.

Warships in Harbour.

The following warships were in harbour yesterday:—Basin: Tamar, Moth; North Arm: Sterling, Stormcloud; In Dock, L19, Foreign Men of War: U.S.S. Guam; French gunboat Vigilante; Chinese gunboat Kwong Kum.

SECRET OF SPEED OF THE BREMEN.

RUDDER DESIGNED LIKE AN AEROPLANE'S WING.

One of the secrets of the high speed already attained by the German liner Bremen, is that the rudder is much the same shape as the wing of an aeroplane, the result being to increase its effectiveness in steering, to reduce eddies and currents which interfere with the efficiency of the propellers and to minimize resistance to the speed of the ship, states the Daily News.

On single-screw vessels this type of rudder has been found to increase speed by four to eight per cent, or to save fuel by 10 to 15 per cent. It is the invention of Dr. Max Oertel, of Hamburg, a designer of yachts and hydroplanes, who was associated with Count Zeppelin in the design of airships.

None of the larger British liners are yet equipped with this stream-line rudder. The Admiralty, however, is trying it, and if the results are as anticipated, there should be great economies in running, with pleasant results for the taxpayer.

ARRIVALS.

August 19.

Ganges Maru, Japanese str., 2,740 tons, Capt. Y. Okura, from Moji, buoy No. A27.—O.S.K.

August 20.

Benavys, British str., 5,920 tons, Capt. J. T. Smith, from London, Kowloon Wharf.—Gibb Livingstone.

Cremer, Dutch str., 2,784 tons, Capt. G. J. Harmsen, from Singapore, buoy No. A21.—J.C.J.L.

Hector, British str., 11,200 tons, Capt. A. V. Ogden, from Liverpool, Holt's Wharf.—B. & S.

Isar, German str., 3,336 tons, Capt. Th. Thiele, from Shanghai, buoy No. A5.—Meichers & Co.

Kagamatsu, Japanese str., 8,860 tons, Capt. K. Ogawa, from Yokohama via ports, Kowloon Wharf.—N.Y.K.

Kertosano, Dutch str., 3,710 tons, Capt. W. P. Van Merker, from Los Angeles, buoy No. A30.—J.C.J.L.

Kwong Sang, British str., 1,428 tons, Capt. A. D. Keelman, from Canton, buoy No. 32.—J. M. & Co.

Ribera, British str., 2,633 tons, Capt. G. L. Weatherill, from Sebastik, buoy No. B21.—Doddwell & Co.

Shun Chih, Chinese str., 1,251 tons, Capt. H. A. Johnson, from Saigon, buoy No. C40.—Chang Tong Ha.

Sultan Van Koetie, British str., 1,165 tons, Capt. R. Ranson, from Tamsin, Tai Kok Tsui Wharf.—A.P.C.

Sunning, British str., 1,370 tons, Capt. R. Robertson, from Canton, buoy No. B8.—B. & S.

Tamaha, British str., 4,047 tons, Capt. J. W. Handerson, from Manila, Lai Chi Kok.—Standard Oil Co.

Toyo Maru, Japanese str., 1,340 tons, Capt. J. Asano, from Dairen, buoy No. C41.—M.B.K.

Yei Maru, Japanese str., 1,384 tons, Capt. R. Haketomo, from Dairen, buoy No. C17.—M.B.K.

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"CITY OF BEDFORD"	London, Rotterdam, Amsterdam & Hamburg	9th Sept.
"CITY OF PEKIN"	London, Rotterdam, Amsterdam & Hamburg	9th October

NEW YORK, BOSTON & BALTIMORE

AMERICAN AND MANHATTAN LINE

"CITY OF CANBERRA"	via Suez Canal	10th Sept.
"CITY OF NORWICH"	via Suez Canal	8th October

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PENINSULAR AND ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.

(Under Contract with H.M. Government.)

Steamship	Tons	From Hongkong	Destination
"KASHMIR"	8,985	31st Aug.	Mars, L'don, Hull, R'dm. & A'warp
"MOBIA"	10,953	14th Sept.	Bombay, Marseilles and London
"MANTUA"	10,948	25th Sept.	Bombay, Marseilles and London
"MIRZAPUR"	8,715	2nd Oct.	Strait, Colombo & Bombay
"ALIPORE"	5,373	9th Oct.	Strait, Colombo & Bombay
"KABALA"	9,123	12th Oct.	Mars, London, R'dm. & A'warp
"KIDDERPORE"	5,334	23rd Oct.	Strait, Colombo & Bombay
"KALYAN"	9,144	26th Oct.	Mars, London, R'dm. & A'warp
"NAGPORE"	5,353	2nd Nov.	Mars, L'don, Hull, R'dm. & A'warp
"MACEDONIA"	11,120	9th Nov.	Bombay, Mars, L'don. (A'warp)
"KASHGAR"	8,009	23rd Nov.	Mars, London, R'dm. & A'warp
"BELTANA"	9,005	30th Nov.	Mars, L'don, Hull, R'dm. & A'warp
"RAWALPINDI"	16,819	7th Dec.	S'hai, Mars, L'don. (A'warp)
"MALWA"	10,980	21st Dec.	Marseilles and London.
"KHYBER"	9,114	25th Dec.	Mars, L'don, Hull, R'dm. & A'warp.
"RAJPUTANA"	16,868	4th Jan.	S'hai, Mars, L'don.
"LAHORE"	8,304	11th Jan. (Mars)	L'don, Hull, R'dm. & A'warp.
"KHYBER"	9,114	18th Jan.	Mars, L'don, Hull, R'dm. & A'warp.
"JEYPORE"	5,315	25th Jan. (Mars)	L'don, Hull, R'dm. & A'warp.
"MANTUA"	10,948	1st Feb.	Bombay, Marseilles and London.
"KABALA"	9,123	15th Feb.	Mars, L'don, Hull, R'dm. & A'warp.
"MACEDONIA"	11,120	1st Mar.	Marseilles and London.

* Cargo only. + Calls Casablanca.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piraeus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

Steamship	Tons	From Hongkong	Destination
"TALMA"	10,000	27th Aug. 3 p.m.	Singapore, Penang & Calcutta
"DALGOMA"	5,353	3rd Sept.	do.
"GARBETA"	5,327	15th Sept.	do.
"TILAWA"	10,000	4th Oct.	do.
"TALAMBA"	8,818	12th Oct.	do.
"TAKLIWA"	7,939	21st Oct.	do.

* Cargo only.

R.I.—Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

Steamship	Tons	From Hongkong	Destination
"TANDA"	6,956	30th Aug.	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney and Melbourne.
"ST. ALBANS"	4,500	4th Oct.	do.
"ARAFURA"	6,000	1st Nov.	do.
"TANDA"	6,956	25th Nov.	do.
"ST. ALBANS"	4,500	3rd Jan. 1930	do.

* Calls Port Holland & Zambouanga.

Regular Monthly Sailings from Hong Kong to Japan & Hong Kong to Australia. The P. & O. S.S. Co., Ltd., steamers will also call at Shanghai, Hio, Cebu, Kolambanga, Tawao, Timor, Durbin, or other ports en route as indicated.

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The P. & O. Royal Mail Steamers to London via Suez Canal.

The P. & O. Branch Service of Steamers to London via the Cape.

The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

"RAWALPINDI"	18,619	21st Nov.	
"HYWEE"	9,114	21st Nov.	S'hai, Moji, Kobe & Yokohama
"MAHARAJA"	10,980	23rd Dec.	do.
"JAYPEORE"	5,318	1st Dec.	do.
"RAJPUTANA"	18,568	7th Dec.	S'hai, Kobe & Yokohama
"KHIVA"	9,185	21st Dec.	S'hai, Moji, Kobe & Yokohama
		1930	
"MANUHA"	10,940	3rd Dec.	S'hai, Moji, Kobe & Yokohama
"KABALA"	9,128	17th Jan.	do.
"MACEDONIA"	11,120	31st Jan.	do.
"KALYAN"	9,144	14th Feb.	do.
"RAWALPINDI"	18,619	28th Feb.	S'hai, Kobe & Yokohama
"MALWA"	10,980	14th Mar.	S'hai, Moji, Kobe & Ythama.
"RAJPUTANA"	18,568	27th Mar.	S'hai, Kobe & Yokohama

